

DOMINION OF CANADA

THE DEPARTMENT OF TRADE AND COMMERCE

MINISTER  
Hon. J. A. ROBB

DEPUTY MINISTER  
F. C. T. O'HARA

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REPORT

RELATING TO

MAIL SUBSIDIES AND STEAMSHIP SUBVENTIONS

FOR THE

Fiscal Year ending March 31, 1922, with Traffic Returns, etc., to  
December 31, 1922.

This Report is published as a Supplement to the Annual Report of the Deputy Minister

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1923



## DOMINION OF CANADA

THE DEPARTMENT OF TRADE AND COMMERCE

REPORT  
ON THEREVENUE  
DEPARTMENT

## REPORT

ON THE

## MAIL SUBSIDIES AND STEAMSHIP SUBVENTIONS

1911-12

Presented to the House of Commons  
February 11, 1912

The Report is published as a supplement to the Annual Report of the Department of Trade and Commerce.

PRINTED BY THE KING'S PRINTER


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 1912



EXPLANATION OF ESTIMATES for the year ending March 31, 1924, as compared with those for the year ending March 31, 1923, with statements of services rendered and expenditures to December 31, 1922, on account of Mail Subsidies and Steamship Subventions.

XVII.—MAIL SUBSIDIES AND STEAMSHIP SUBVENTIONS

Amount to be voted..... \$1,128,275.66

Page No.	Vote No.		1922-23	1923-24
		ATLANTIC OCEAN.	\$ cts.	\$ cts.
5	169	Canada and Newfoundland.....	35,000 00	35,000 00
6	170	Canada, the West Indies and South America.....	340,666 66	340,666 66
10	171	Canada and South Africa.....	146,000 00	146,000 00
		PACIFIC OCEAN.		
13	172	Canada, and New Zealand (Pacific).....	130,509 00	130,509 00
16	173	Prince Rupert and Queen Charlotte Islands.....	21,000 00	21,000 00
17	174	Victoria and San Francisco.....	3,000 00	3,000 00
19	175	Victoria, Vancouver and Skagway.....	25,000 00	25,000 00
20	176	Victoria and West Coast Vancouver Island.....	15,000 00	15,000 00
22	177	Vancouver and Northern ports of British Columbia.....	24,800 00	24,800 00
24	178	Vancouver and ports on Howe Sound.....	5,000 00	5,000 00
		LOCAL SERVICES		
27	179	Baddeck and Iona.....	9,000 00	9,000 00
28	180	Charlottetown and Pictou.....	8,000 00	8,000 00
29	181	Charlottetown, Victoria and Holliday's Wharf.....	4,000 00	4,000 00
30	182	Grand Manan and the mainland.....	15,000 00	15,000 00
31	183	Halifax, Canso and Guysboro.....	9,000 00	9,000 00
33	184	Halifax and La Have River.....	6,000 00	6,000 00
34	185	Halifax and Newfoundland via Cape Breton ports.....	5,000 00	5,000 00
36	186	Halifax and Spry Bay.....	6,000 00	6,000 00
38	187	Halifax, South Cape Breton and Bras d'Or Lakes.....	6,000 00	6,000 00
39	188	Halifax and West Coast Cape Breton.....	6,000 00	6,000 00
41	189	Mainland and Islands of Miscou and Shippegan.....	3,300 00	3,300 00
42	190	Mulgrave and Canso.....	13,500 00	13,500 00
43	191	Mulgrave and Guysboro.....	9,500 00	9,500 00
45	192	Newcastle, Neguac and Escuminac, Miramichi River and Bay	5,000 00	5,000 00
46	193	Pelee Island and the Mainland.....	11,000 00	11,000 00
49	194	Mulgrave, Arichat and Petit de Grat.....	10,000 00	10,000 00
50	195	Pictou, Montague, Murray Harbour and Georgetown.....	6,000 00	6,000 00
51	196	Pictou, Mulgrave and Cheticamp.....	11,000 00	11,000 00
53	197	Pictou, New Glasgow and Antigonish County.....	1,500 00	1,500 00
54	198	Port Mulgrave, St. Peter's, Irish Cove and Marble Mountain.	8,000 00	8,000 00
55	199	Pictou, Souris and the Magdalen Islands.....	24,000 00	24,000 00
57	200	Quebec, Natashquan and Harrington.....	85,000 00	85,000 00
59	201	Quebec, Montreal and Gaspé.....	30,000 00	30,000 00
61	202	St. Catherine's Bay and Tadoussac.....	2,000 00	2,000 00
62	203	St. John and St. Andrew's, N.B.....	4,000 00	4,000 00
63	204	St. John and Bear River.....	2,000 00	2,000 00
64	205	St. John and Bridgetown.....	1,500 00	1,500 00
65	206	St. John and Digby.....	15,000 00	15,000 00
66	207	St. John, Digby, Annapolis and Granville.....	2,000 00	2,000 00
68	208	St. John, Bay of Fundy, and Minas Basin.....	8,500 00	8,500 00
70	209	St. John and Wedgeport.....	5,000 00	5,000 00
71	210	St. John, Westport and Yarmouth.....	10,000 00	10,000 00
73	211	Sydney and Bay St. Lawrence.....	9,000 00	9,000 00
74	212	Sydney and Whycocomagh.....	7,000 00	13,000 00
76	213	Sydney, Bras d'Or Lake ports and West Coast of Cape Breton.....	14,000 00	14,000 00
77	214	Expenses of supervision.....	4,000 00	4,500 00
		Other appropriations for 1922-23, not required for 1923-24.....	3,000 00	
			1,124,775 66	1,128,275 66







ATLANTIC OCEAN SERVICES

CANADA AND NEWFOUNDLAND

Contract No. 60.

T. & C. File No. 28464.

Vote 169.—Canada and Newfoundland.—Steam service or services between—

1922-23.....	\$ 35,000
1923-24.....	35,000

Contractors.—Reid Newfoundland Company, Ltd., of St. John's, Nfld.

Contract Dated.—April 1, 1922.—Duration of Contract.—April 1, 1922, to March 31, 1923.

Service.—Three complete round trips each week between North Sydney and Port aux Basques. Should Port aux Basques or North Sydney be blocked with ice at any time, the service may during such period, at the option of the Contractors, be performed to Placentia or Argentia, Nfld., and Louisburg, N.S., respectively.

Ports of Call.—North Sydney (or Louisburg), N.S., and Port aux Basques (or Argentia or Placentia), Nfld.

Speed required.—Not stated.

Subsidy.—At the rate of \$35,000 per annum, payable quarterly, on June 30, September 30, December 31, and March 31.

Mails.—To be carried free.

Canadian Trade Commissioners.—To be carried free.

Government Wharves.—Steamers are required to call at Government wharves whenever possible.

DISTANCES

	Miles
North Sydney to Port aux Basques.....	101
Louisburg to Placentia.....	250
North Sydney to St. John's.....	300

DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions.			Tonnage			Passenger Accommodation			Refrigerator space.	N. H. P.	Speed.	Built		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.							c.ft.	Kts				
Kyle.....	220	32.3	18.3	548	1,055	.....	68	160	....	Nil.	263	12	Newcastle..	1913	Steel
Sagona.....	175	28.3	20.3	420	808	327	40	77	....	Nil.	136	11	Dundee.....	1914	Steel
Meigle.....	220	30	15	427	836	.....	....	....	....	....	162	....	Glasgow....	1881	Iron



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## TRAFFIC RETURNS

Calendar Year	No. of round trips run	Passengers Carried		Tons Freight Carried	Live Stock	Mails		Subsidy Paid
		First Class	Second Class			Sealed Bags	Tied Sacks	
								\$ cts.
1914.....	289	6,267	8,925	22,035	735	3,462	23,365	64,683 02
1915.....	216½	5,373	9,160	24,087	539	2,654	17,154	48,418 06
1916.....	284	7,056	13,596	32,635	1,729	3,309	22,739	63,625 58
1917.....	270	7,894	12,441	41,209	16,685	2,921	22,438	55,382 80
1918.....	255½	10,185	8,421	27,646	3,924	3,300	20,983	57,140 02
1919.....	254½	13,430	7,223	17,710	5,363	2,960	22,796	55,808 18
1920.....	159	9,550	7,862	26,534	1,809	1,698	17,969	27,731 36
1921.....	149	6,755	4,231	22,542	1,143	1,668	16,790	29,435 19
1922.....	130	In 3,166 Out 4,252	1,496 3,612	18,148 1,209	826 68	780 774	11,815 5,176	29,166 80
Total.....		7,418	5,108	19,357	894	1,554	16,991	

## ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA

(Including Live Stock)

Calendar Year	Canadian Origin			United States Origin			Total		
	Tons weight	Tons measure- ment	Value	Tons weight	Tons measure- ment	Value	Tons weight	Tons measure- ment	Value
			\$			\$			\$
1914.....	13,286	Nil.	858,605	7,651	Nil.	587,196	20,937	Nil.	1,445,801
1915.....	16,510	Nil.	1,108,876	6,491	Nil.	643,885	23,001	Nil.	1,752,761
1916.....	16,692	Nil.	1,559,228	9,534	Nil.	1,280,032	26,226	Nil.	2,839,260
1917.....	26,838	Nil.	4,165,668	13,192	Nil.	2,585,724	40,030	Nil.	6,751,392
1918.....	15,626	Nil.	2,382,697	7,081	Nil.	2,182,497	22,707	Nil.	4,575,194
1919.....	12,669	Nil.	1,911,162	2,408	Nil.	395,107	15,077	Nil.	2,806,269
1920.....	20,852	Nil.	2,205,070	3,655	Nil.	1,283,694	24,507	Nil.	3,488,764
1921.....	19,151	Nil.	1,034,710	1,931	Nil.	512,862	21,082	Nil.	1,547,572
1922.....	17,196	Nil.	921,797	952	Nil.	419,49	18,148	Nil.	1,341,294

## PRINCIPAL ARTICLES EXPORTED

*Of Canadian Origin.*—Flour, oats, hay, bran, feed, potatoes, live stock, beef, pork, fresh meal, condensed milk, machinery, lard, yeast cake, pig iron, roofing and cement.

*Of United States Origin.*—Flour, meal, oats, dried fruit, pork, beef, leather, oil, organs, soap, beans, rice, roofing, tobacco, sugar and machinery.

## CANADA, THE WEST INDIES AND SOUTH AMERICA

Contract No. 9.

T. &amp; C. File No. 28207.

*Vote 170.*—Canada and the West Indies or South America, or both, steam service between—

1922-23.....\$ 340,666 66

1923-24.....340,666 66

*Contractors.*—The Royal Mail Steam Packet Company, of London, England, (Canadian address: St. Paul Building, Halifax, N.S.) (Freight and passenger agents: Pickford and Black; Halifax, N.S.)



## SESSIONAL PAPER No. 7

*Contract Dated.*—April 1, 1922.—*Duration of Contract.*—April 1, 1922, to March 31, 1924.

*Service and Ports of Call.*—Commencing from St. John, N.B., sailing thence to Halifax, N.S., and sailing thence to Georgetown, British Guiana, every fourteen days:—Calling at the following islands: Bermuda, St. Kitts, Antigua, Montserrat, Dominica, St. Lucia, Barbados, St. Vincent, Grenada, and Trinidad, and returning from Georgetown to St. John, calling at all the aforesaid islands, in reversed order. This itinerary may be subject to any change which may be mutually agreed upon between the minister and the contractors.

*Speed required.*—11 knots.

*Subsidy.*—£70,000 (\$340,666.66) per annum, based on payments of £2,692 6s. 2d. (\$13,102.56) for each complete round voyage, payable on the last day of each month.

*Canadian Trade Commissioners.*—To be carried free.

*Mails.*—To be carried free.

*Freight charges from St. John to Halifax.*—The contractors are required, at their own expense, when so required by consignors, to pay the freight charges by rail from St. John to Halifax on butter, cheese, and fruit intended for shipment by the contractors' steamships.

*Delay at Ports.*—The contractors must make every reasonable effort to avoid undue delay at Canadian or West Indian ports.

*Development of Trade.*—The contractors must use their utmost endeavour to develop the cargo and passenger trade between Canada and the British West Indies by means of reasonable advertising and regular solicitation through agents.

*Through rates of Freight.*—The contractors must use their best endeavours to arrange through rates of freight between inland points in Canada and the various ports of call referred to in this contract in the British West Indies and Central and South America.

*Transfer by connecting lines.*—As the design of this agreement is to give regular fortnightly communication both ways to all the ports previously mentioned, arrangements must be made for the transport of freight and passengers on all voyages south bound and north bound by transfer to the lines of the contractors' steamers conducting the insular service from and to Trinidad, and at the rates obtaining for the direct service.

*No discrimination.*—No discrimination of any kind as regards freight and passenger rates may be made in favour of any merchant, shipper or importer in any one of the British colonies referred to herein, as against any other merchant shipper or importer in the same colony.

*Through Bills of Lading.*—Through bills of lading must be issued from any Canadian point of shipment to any port in Central or South America, which is a regular port of call for any of the steamships employed or controlled by the contractors on other services, and which make regular connections with the service herein contracted for.



13 GEORGE V, A. 1923

## DISTANCES

	Miles
St. John to Halifax.....	288
Halifax to Bermuda.....	764
Bermuda to St. Kitts.....	942
St. Kitts to Antigua.....	60
Antigua to Montserrat.....	35
Montserrat to Dominica.....	97
Dominica to St. Lucia.....	81
St. Lucia to St. Vincent.....	59
St. Vincent to Barbados.....	96
Barbados to Grenada.....	147
Grenada to Trinidad.....	96
Trinidad to Demerara.....	374
	<u>3,039</u>

## DESCRIPTION OF VESSELS EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation			Refrigerator space.	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.							c.ft.		Kts			
Chignecto...	400.5	47.2	31.1	2,990	4,744	5,567	41	60	90	4988	418	11	Belfast.....	1893	Steel.
Chaleur.....	400.5	47.2	31.1	2,994	4,746	5,574	41	60	90	5288	418	11	Belfast.....	1893	Steel.
Caraquet....	400.5	47.3	31.1	2,975	4,889	5,129	40	72	80	5565	418	11	Belfast.....	1894	Steel.
Chaudiere...	370.0	45.9	25.0	2,499	4,019	4,726	50	64	76	900	584	12	Middleboro.	1899	Steel.

## TRAFFIC RETURNS

Calendar Year	No. of round trips run	Number of Passengers Carried			Tons of Freight Carried		Live Stock	Mails		Subsidy Paid	
		1st Class	2nd Class	3rd Class	Tons Weight	Tons Measure- ment		Lock Bags	Tied Sacks		\$    cts.
1914.....	26	1,080	465	1,742	52,320	90,398	48	705	1,627	330,897 33	
1915.....	26	959	786	2,727	78,414	94,781	34	518	3,472	340,666 56	
1916.....	26	1,459	461	3,948	100,883	127,631	31	1,690	3,146	340,666 66	
1917.....	25	1,253	422	2,256	94,042	99,504	32	3,421	1,970	334,115 38	
1918.....	16	1,344	389	1,064	70,691	72,370	86	2,710	1,255	209,640 96	
1919.....	26	3,154	1,100	1,871	93,890	110,313	162	2,178	4,092	340,666 56	
1920.....	26	3,007	1,045	1,866	69,837	110,921	107	2,522	3,583	340,666 56	
1921.....	26	2,152	237	1,387	49,824	112,574	91	3,579	3,350	340,666 56	
1922.....	26	In	738	186	439	7,019	63,381	1	1,098	1,636	340,666 56
		Out	710	99	655	5,589	91,114	55	1,791	1,577	
Total.....		1,448	285	1,094	12,608	154,495	56	2,889	3,213		



## SESSIONAL PAPER No. 7

## ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA

(Including Live Stock)

Calendar Year	From	Canadian Origin			United States Origin			Total		
		Tons Weight	Tons Measurement	Value	Tons Weight	Tons Measurement	Value	Tons Weight	Tons Measurement	Value
				\$			\$			\$
1914....	St. John..	1,557	15,130	234,008	.....	.....	.....	1,557	15,120	234,008
	Halifax...	2,951	75,254	2,384,256	.....	.....	.....	2,951	75,254	2,384,256
Total..	.....	4,508	90,374	2,618,264	Nil.	Nil.	Nil.	4,508	90,374	2,618,264
1915....	St. John..	2,031	12,362	301,659	.....	.....	.....	2,031	12,362	301,659
	Halifax...	3,621	82,419	3,206,176	.....	.....	.....	3,621	82,419	3,206,176
Total..	.....	5,652	94,781	3,507,835	Nil.	Nil.	Nil.	5,652	94,781	3,507,835
1916....	St. John..	1,781	15,899	425,664	.....	.....	.....	1,781	15,899	425,664
	Halifax...	2,812	96,907	4,272,628	.....	.....	.....	2,812	96,907	4,272,628
Total..	.....	4,593	112,806	4,698,292	Nil.	Nil.	Nil.	4,593	112,806	4,698,292
1917....	St. John..	1,460	14,570	532,012	.....	.....	.....	1,460	14,570	532,012
	Halifax...	5,071	89,820	5,726,139	.....	.....	.....	5,071	89,820	5,726,139
Total..	.....	6,531	104,390	6,258,151	Nil.	Nil.	Nil.	6,531	104,390	6,258,151
1918....	St. John..	3,789	36,113	3,065,587	.....	.....	.....	3,789	36,113	3,065,587
	Halifax...	2,295	36,257	3,194,007	.....	.....	.....	2,295	36,257	3,194,007
Total..	.....	6,084	72,370	6,259,594	Nil.	Nil.	Nil.	6,084	72,370	6,259,594
1919....	St. John..	829	19,378	1,276,582	.....	.....	.....	829	19,378	1,276,582
	Halifax...	3,569	87,559	6,836,810	.....	.....	.....	3,569	87,559	6,836,810
Total..	.....	4,398	106,937	8,113,392	Nil.	Nil.	Nil.	4,398	106,937	8,113,392
1920....	St. John..	1,320	20,894	1,477,800	.....	.....	.....	1,320	20,894	1,477,800
	Halifax...	6,640	84,436	8,312,749	.....	.....	.....	6,640	84,436	8,312,749
Total..	.....	7,960	105,330	9,790,549	Nil.	Nil.	Nil.	7,960	105,330	9,790,549
1921....	St. John..	719	9,118	655,588	.....	.....	.....	719	9,118	655,588
	Halifax...	4,525	85,097	5,843,187	.....	.....	.....	4,525	85,097	5,843,187
Total..	.....	5,244	94,215	6,498,775	Nil.	Nil.	Nil.	5,244	94,215	6,498,775
1922....	St. John..	809	5,760	361,747	.....	.....	.....	809	5,740	361,747
	Halifax...	4,780	85,374	4,836,799	.....	.....	.....	4,780	85,374	4,836,799
Total..	.....	5,589	91,114	5,198,546	Nil.	Nil.	Nil.	5,589	91,114	5,198,546

## PRINCIPAL ARTICLES EXPORTED FROM CANADA

*All of Canadian Origin.*—Fish, canned goods, flour, feed, meal, oilmeal, hay, oats, cheese, butter, eggs, apples, potatoes, split peas, vegetables, groceries, beef, live stock, mineral water, tea, soap, sulphate of ammonia, fertilizer, lumber, shingles, shooks, laths, furniture, chairs, brooms, brushes, stoves, trunks, rope, cordage, nails, paper, and biscuits.



## CANADA AND SOUTH AFRICA

Contract No. 2.

T. & C. File No. 28313.

*Vote 171.—Canada and South Africa, steam service between—*

1922-23.....	\$146,000
1923-24.....	146,000

*Contractors.*—Elder Dempster & Co., Ltd., 133 Board of Trade Building, Montreal, Que. (Head office: 4 St. Mary Axe., London, E.C., England.)

*Contract dated.*—August 8, 1922. *Duration of Contract.*—October 1, 1922, to March 31, 1923.

*Service.*—Monthly, during the first fifteen days of each month.

*Ports of Call.*—From Montreal, calling at Quebec, at the option of the contractors; and during the months of September, October and November at Halifax, and, at the option of the contractors, at other Canadian ports during the season of open navigation on the St. Lawrence; and, during closed navigation on the St. Lawrence, from St. John, calling at Halifax, and, at the option of the contractors, at other Canadian ports; proceeding direct to Cape Town and not less than two other South African ports.

*Speed required.*—10 knots.

*Subsidy.*—\$146,000 per annum, payable quarterly.

*Coaling.*—Steamers may call at any Canadian port solely for the purpose of coaling.

*Government Railway Clause.*—Included.

*Cold Storage.*—There must be accommodation for not less than 200 tons of cargo in cold storage on each ship. The contractors must provide such further cold storage accommodation as may be needed from time to time.

*Additional Vessels.*—The contractors agree to provide additional vessels when necessary to meet the requirements of the trade offered.

*Mails.*—To be carried free.

*Canadian Trade Commissioners.*—To be carried free.

*Supervision of handling.*—The handling, loading, stowing and unloading of any fruit or perishable products carried by the said vessels shall be subject to and under the supervision of any cargo inspector or other officer appointed for that purpose, should the Minister of Agriculture for Canada deem it advisable.

*Exemption from calling at Canadian Ports.*—If sufficient cargo is not forthcoming from any of the ports of call in Canada, the minister may relieve the contractors from the obligation of calling at such ports.

## DISTANCES

	Miles
Montreal to Cape Town.....	7,338
“ Port Elizabeth.....	7,778
“ East London.....	7,909
“ Durban.....	8,162
St. John to Cape Town.....	6,978
“ Port Elizabeth.....	7,413
“ East London.....	7,549
“ Durban.....	7,802



## SESSIONAL PAPER No. 7

## DESCRIPTION OF VESSELS EMPLOYED

Name	Dimensions			Tonnage			Passenger Acc.	Refrigerator Space	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity					At	In	Of
	Ft.	Ft.	Ft.					Cu. ft.		Kts.			
Kaduna.	360.0	52.0	26.2	2,308	4,455	8,100	12	10,000	339	10	Middlesbrough	1910	Steel.
Kwarra.	360.0	52.0	26.1	2,304	4,441	8,100	12	10,000	428	10	Middlesbrough	1910	Steel.
Benguela	425.5	53.0	29.2	3,534	5,520	8,920	4	10,390	556	12	Newcastle-on-Tyne	1910	Steel.
New Georgia	412.6	55.8	34.4	4,044	6,566	10,660	Nil.	Nil.	517	11	Belfast	1918	Steel.
New Mexico..	412.6	55.8	34.4	4,044	6,566	10,660	Nil.	Nil.	517	11	Belfast	1919	Steel.
New Brighton	412.6	55.8	34.4	4,023	6,538	10,550	Nil.	Nil.		11	Belfast.....	1920	Steel.
Jekri	385	35.1	25.5	4,278	5,875	9,020	Nil.	Nil.	440	11	Japan.....	1917	Steel.
New Brooklyn	412.6	55.8	34.4	4,044	6,566	10,600	Nil.	Nil.	517	11	Belfast	1920	Steel.
Pantee	399	55.3	32.8	3,527	5,663	9,000	Nil.	Nil.	517	11	Newcastle..	1920	Steel.
Pereby	400	25.2	28.5	3,197	5,248	8,130	Nil.	Nil.	369	11	Hartlepool.....	1919	Steel.
Calgary	440.1	59.2	31.1	4,486	7,206	10,660	12	17,500		12½	Clydebank.....	1921	Steel.

## TRAFFIC RETURNS (Outward voyages)

No cargo is carried inward

Calendar Year	No. of Trips run	Number of Passengers Carried	Tons of Freight Carried		Live Stock	Mails	Subsidy Paid	
			Weight	Measure			\$	cts.
1914	12	3	45,296	33,563	235	Nil.	146,000	00
1915.....	12	1	52,543	37,166	Nil.	Nil.	145,999	92
1916.....	10	Nil.	30,797	38,630	Nil.	Nil.	121,666	68
1917.....	9	Nil.	23,140	36,653	Nil.	Nil.	109,500	02
1918.....	3	Nil.	9,972	9,054	Nil.	Nil.	36,499	98
1919.....	11	Nil.	22,503	49,038	Nil.	Nil.	133,833	26
1920.....	12	Nil.	35,956	56,970	Nil.	Nil.	145,000	00
1921.....	10	Nil.	18,243	20,132	Nil.	Nil.	121,666	60
1922.....	11	Nil.	23,206	27,016	Nil.	Nil.	133,833	26

## ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA

Calendar Year	Canadian Origin			United States Origin			Total		
	Tons Weight	Tons Measurement	Value	Tons Weight	Tons Measurement	Value	Tons Weight	Tons Measurement	Value
			\$			\$			\$
1914.....	42,741	22,488	3,236,733	2,555	11,075	948,339	45,296	33,563	4,185,072
1915.....	46,981	23,589	3,889,139	5,562	13,577	1,331,441	52,543	37,166	5,220,580
1916.....	28,465	24,600	3,350,296	2,332	14,030	1,430,772	30,797	38,630	4,781,068
1917.....	20,404	24,209	3,644,333	2,736	12,444	1,390,856	23,140	36,653	5,035,189
1918.....	9,889	8,660	2,714,870	83	424	74,670	9,972	9,054	2,789,540
1919.....	22,165	36,509	8,348,508	338	12,529	2,237,072	22,503	49,038	10,585,580
1920.....	34,387	34,259	8,274,449	1,569	22,711	3,192,026	35,956	56,970	11,466,475
1921.....	16,962	14,395	4,082,959	1,281	5,737	677,720	18,243	20,132	4,760,679
1922.....	22,217	22,777	4,108,142	1,890	4,239	449,811	23,206	27,016	4,557,953

## PRINCIPAL ARTICLES EXPORTED

*Of Canadian Origin.*—Agricultural implements, calcium carbide, automobiles, paper, lumber, cereal foods, eggfillers, chairs, woodenware, cotton duck, Beaver board, nails, iron and steel, malt, horseshoes, condensed milk, locomotives, cardboard, shovels, cement, wire, pipe, flour and wheat.

*Of United States Origin.*—Automobiles, mining machinery, fruit jars, canned meats, washing powder, ammonia, agricultural implements and tractors.







# PACIFIC OCEAN SERVICES

## CANADA AND NEW ZEALAND

Contract No. 27.

T. & C. File No. 28366.

*Vote 172.—Canada and New Zealand, on the Pacific Ocean, steam service between—*

1922-23.....	\$130,509
1923-24.....	130,509

*Contractors.*—The Union Steamship Co., of New Zealand, Ltd. (Canadian address: Canadian Australasian Royal Mail Line, 739 Hastings Street West, Vancouver, B.C.)

*Contract dated.*—June 15, 1922. *Duration of Contract.*—August 1, 1922, to March 31, 1924.

*Service.*—Sailing at alternate intervals of approximately four weeks and five weeks, making 20 round trips during the period covered by the contract.

*Ports of Call.*—Vancouver, B.C.; Victoria, B.C.; Honolulu, in the Sandwich islands; Suva, in the Fiji islands; and Auckland, N.Z. At the contractor's option, each voyage from Canada to New Zealand may be extended to a port or ports in Australia. The Australian port of call is Sydney. The call at Suva is conditional upon the Government of Fiji also continuing their contract for a like period and on the same terms as heretofore, and also upon their maintaining the same charges for light and other dues levied on ships employed in the service.

*Speed required.*—Duration of voyage is not to exceed 20 days, including one day's detention at Honolulu.

*Subsidy.*—\$130,509 per annum (payable in approximately monthly instalments.)

Provided that the contractors shall be entitled to receive such subsidy as the Governments of New Zealand and Fiji may pay towards the service; and also the Government of Australia, should the service be extended to that Commonwealth.

*Deductions from Subsidy.*—£30 are to be deducted from the amount of subsidy payable on each claim for every complete period of twenty-four hours by which the time occupied in conveyance of the mails between Auckland and Vancouver has exceeded twenty days.

*Preference to Canadian Shippers.*—No discrimination as regards freight or passenger rates is to be made against Canadian ports, railways, merchants or shippers. Canadian merchants and shippers are to have preference at all times for the carriage of their goods over other merchants and shippers, as far as regards the Canadian connection.

*Freight and Passenger Rates.*—Freight rates from Vancouver or Victoria to New Zealand shall not exceed the current rates charged on similar cargo to New Zealand ports by Union S.S. Co. of N.Z. Limited Mail Steamers from San Francisco.



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Passenger rates from Vancouver or Victoria to Auckland shall not exceed passenger rates during the same period from Auckland to Victoria or Vancouver, and return fares from Canadian ports to New Zealand ports shall not exceed return fares in the opposite direction during the same period.

No discrimination shall be made in any manner directly or indirectly against any Canadian port or ports, railway, merchants or shippers, and Canadian merchants and shippers shall at all times have preference for the carriage of their goods over other merchants and shippers, as far as regards the Canadian connection.

The Canadian National Railways shall receive in all respects the same treatment as regards agency representation, advertising facilities, and facilities for handling and booking freight and passengers, as is accorded by the contractors to any other railway; and shall have equal opportunity with any other railway for securing steamship accommodation for its patrons, and for ticketing passengers to, from and across Canada.

In regard to freight traffic, equal rates and equal facilities for obtaining cargo space and through bills of lading shall be granted to all Canadian railways.

Mails.—To be carried free.

Canadian Trade Commissioners.—To be carried free.

DISTANCES

	Miles
Vancouver to Victoria.....	85
Victoria to Honolulu.....	2,342
Honolulu to Suva, Fiji.....	2,799
Suva to Auckland.....	1,140
Total.....	6,366

DESCRIPTION OF VESSELS EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation			Refrigerator Space	N.H.P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity	1st Class	2nd Class	3rd Class				At	In	Of
	Ft.	Ft.	Ft.							Cu.ft.					
Makura ...	480	58 35		4,920	8,200	3,000	270	114	72	14,985	2,035	16½	Glasgow...	1908	Steel
Niagara.....	542	66 37·6		7,581	13,444	3,800	289	210	276	63,200	*12,500	17¾	Clydebank.	1913	Steel

\* Indicated Horse Power.

TRAFFIC RETURNS

Calendar Year	Round Trips	Passengers Carried	Freight Carried	Live Stock	Mails		Subsidy Paid
		Number	Tons		Lock bags	Tied sacks	
							\$ cts.
1914.....	12½	5,886	42,615	76	15,338	907	173,566 36
1915.....	13	4,366	48,827	8	20,845	936	180,509 00
1916.....	13	4,311	59,597	Nil.	22,281	753	180,509 00
1917.....	13	3,870	55,606	20	30,659	773	180,509 00
1918.....	12	6,592	63,205	Nil.	72,395	703	166,623 72
1919.....	11	9,521	55,723	Nil.	35,364	861	152,738 41
1920.....	11	8,717	43,484	Nil.	29,265	1,236	137,353 73
1921.....	9½	5,862	27,997	Nil.	20,951	1,291	88,679 09
1922.....	12	In 3,462 Out 3,549	12,101 34,378	Nil. Nil.	10,262 19,553	213 1,635	130,508 93
Total ...		7,011	46,479	Nil.	29,815	1,848	



## SESSIONAL PAPER No. 7

## ORIGIN, QUANTITY AND VALUE OF FREIGHT EXPORTED FROM CANADA

To	Canadian Origin			United States Origin			Total		
	Tons Weight	Tons Measurement	Value	Tons Weight	Tons Measurement	Value	Tons Weight	Tons Measurement	Value
			\$			\$			\$
1914 Auckland	967	2,434	285,999	861	1,054	535,646	1,828	3,488	831,645
Suva	138	3,901	128,844	87	160	42,276	225	4,061	171,120
Honolulu	136	36	25,748	Nil.	Nil.	Nil.	136	36	25,748
Sydney	2,377	8,737	585,927	2,916	1,421	1,595,831	5,293	10,158	2,181,758
Total	3,618	15,108	1,026,518	3,864	2,635	2,173,753	7,482	17,743	3,200,271
1915 Auckland	4,482	2,450	509,051	614	1,356	433,939	5,096	3,806	942,990
Suva	1,045	2,861	176,329	142	217	44,213	1,187	3,078	220,542
Honolulu	2	2	923	—	—	—	2	2	923
Sydney	2,765	5,700	927,085	1,722	4,500	1,483,945	4,487	10,200	2,411,030
Total	8,294	110,513	1,613,388	2,478	6,073	1,962,097	10,772	17,086	3,575,485
1916 Auckland	3,084	4,604	645,970	409	3,405	511,380	3,493	8,009	1,157,350
Suva	910	1,850	160,285	79	687	88,275	989	2,537	248,560
Honolulu	1	36	3,602	—	—	—	1	36	3,602
Sydney	3,525	9,533	1,380,367	580	8,843	1,707,840	4,105	18,376	3,088,207
Total	7,520	16,023	2,190,224	1,068	12,935	2,307,495	8,588	28,958	4,497,719
1917 Auckland	4,813	6,211	1,099,650	77	2,696	411,012	4,890	8,907	1,510,662
Suva	54	1,353	108,806	1	396	64,233	55	1,749	173,039
Honolulu	—	38	3,527	—	—	—	—	38	3,527
Sydney	2,809	8,419	1,301,674	—	5,091	1,121,660	2,809	13,510	2,423,334
Total	7,676	16,021	2,513,657	78	8,183	1,596,905	7,754	24,204	4,110,562
1918 Auckland	566	20,400	2,038,144	58	2,448	850,256	624	22,848	2,888,400
Suva	—	1,457	225,363	9	212	68,792	9	1,669	294,155
Honolulu	—	105	8,991	—	—	—	—	105	8,991
Sydney	775	5,593	1,641,174	72	4,367	1,696,129	847	9,960	3,337,303
Total	1,341	27,555	3,913,672	139	7,027	2,615,177	1,480	34,582	6,528,849
1919 Auckland	284	21,922	2,161,146	58	2,030	710,228	342	23,952	2,871,374
Suva	—	838	141,296	7	226	61,950	7	1,064	203,246
Honolulu	1	45	6,700	—	11	2,299	1	56	8,999
Sydney	110	4,619	1,645,625	192	3,869	1,572,273	302	8,488	3,217,898
Total	395	27,424	3,954,767	257	6,136	2,346,750	652	33,560	6,301,517
1920 Auckland	2,475	14,161	1,895,106	201	2,725	573,066	2,676	16,886	2,468,172
Suva	431	1,262	225,136	3	327	69,454	434	1,589	294,590
Honolulu	21	15	2,625	—	18	9,319	21	33	11,944
Sydney	809	5,277	1,255,756	804	2,516	1,274,937	1,613	7,793	2,530,693
Total	3,736	20,715	3,378,623	1,008	5,586	1,926,776	4,744	26,301	5,305,399
1921 Auckland	—	7,301	1,096,220	—	738	302,841	—	8,039	1,399,061
Suva	113	1,250	144,004	—	187	37,992	113	1,437	172,596
Honolulu	52	674	47,137	—	19	4,380	52	693	51,517
Sydney	18	8,117	1,063,932	—	1,471	980,332	18	9,588	2,044,264
Total	183	17,342	2,341,893	—	2,415	1,325,545	183	19,757	3,667,438
1922 Auckland	46	7,830	1,047,467	—	1,154	341,876	46	8,984	1,389,343
Suva	11	1,850	113,126	22	119	34,279	33	1,969	147,405
Honolulu	61	180	8,204	—	17	2,158	61	197	10,362
Sydney	64	14,671	1,827,652	38	8,315	1,946,139	102	22,986	3,773,791
Total	182	24,531	2,996,449	60	9,005	2,324,452	249	34,137	5,320,901



PRINCIPAL ARTICLES EXPORTED

*Of Canadian Origin.* —Canned salmon, fresh fruit (in cold storage), potatoes, onions, leather and rubber goods, lumber, codfish, whisky, bicycles and parts thereof, chairs, corsets, suspenders, sewing machines, hardware and machinery.

*Of United States Origin.*—Drugs, sewing machines, automobiles, gas engines and other machinery, soap and scouring powders, leather and rubber goods, cash registers and scales, cereal foods, telephone material, adding machines, vacuum cleaners, motor cycles, and corsets.

PRINCE RUPERT, B.C., AND QUEEN CHARLOTTE ISLANDS

Contract No. 61.  
T. & C. File No. 28008.

*Vote 173.—Prince Rupert, B.C., and Queen Charlotte Islands—steam service between—*

1922-23.....	\$ 21,000
1923-24.....	21,000

*Contractors.*—The Grand Trunk Pacific Coast S. S. Co., Ltd.

*Date of Contract.*—March 8, 1922. *Duration of Contract.*—April 1, 1922, to March 31, 1923.

*Services and Ports of Call.*—Fortnightly trips from Prince Rupert, B.C., calling each way at Refuge Bay (on Porcher Island), and Masset, Port Clements, Sandspit, Skidegate, Queen Charlotte, Jedway, Thurston Harbour, and Lockeport, and calling once each month at Cumshewa Inlet, it being understood that the call at Refuge Bay shall be made by a subsidiary launch service provided by the contractors; calling at the option of the company when deemed necessary at Ketchikan, Alaska.

*Speed Required.*—Not stated.

*Subsidy.* —\$21,000 per annum, payable quarterly in July, October, January and April.

*Mails.*—To be carried free.

*Government wharves.*—Steamer must call whenever possible.

DISTANCES		Miles.
Prince Rupert to Masset.....		85
Masset to Port Clements.....		26
Port Clements to Masset.....		26
Masset to Prince Rupert.....		85
		<hr/> 222
Prince Rupert to Refuge Bay.....		20
Refuge Bay to Sandspit.....		77
Sandspit to Skidegate.....		5
Skidegate to Queen Charlotte City.....		2
Queen Charlotte City to Ikeda.....		100
Ikeda to Jedway.....		10
Jedway to Lockeport.....		43
Lockeport to Prince Rupert.....		128
		<hr/> 385
		<hr/> 607



## SESSIONAL PAPER No. 7

## DESCRIPTION OF VESSELS EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Feet	ft.	ft.						Knots			
Prince Albert.	232	30	14.1	587	1,015			170		Hull.....	1892	Steel
Prince John...	185.3	29.6	10.9	540	905			103		Bowling.....	1910	Steel

## TRAFFIC RETURNS

Calendar Year	No. of Round trips run	Passengers Carried	Freight		Live Stock	Mails		Subsidy Paid
			Tons Weight	Tons Measurement		Loose Bags	Tied Sacks	
1914 .....	35	3,175	2,695	*11 M ft.	46	1,780	1,570	7,000 03
1915.....	13	686	1,380	465	117	1,321	Nil	7,333 30
1916 .....	25	1,584	5,264	1,586	116	2,116	Nil	6,000 00
1917.....	24	2,217	6,553	Nil	5	1,951	209	19,750 00
1918.....	34	11,157	17,395	Nil	35	4,231	551	21,000 00
1919.....	39	3,291	5,948	69 M ft.	24	3,335	33	21,000 00
1920 .....	38	5,566	5,158	260	Nil	3,246	101	21,000 00
1921.....	26	In 803 Out 961	2,408 1,241	Nil Nil	Nil 2	849 3,128	Nil 31	21,000 00
Total .....		1,764	3,649	Nil	2	3,977	31	
1922.....	26	In 1,333 Out 1,024	5,541 3,952	Nil Nil	14 Nil	1,045 3,193	Nil 63	21,000 00
		Total 2,357	9,493	Nil	14	4,238	63	

\* Lumber.

## VICTORIA AND SAN FRANCISCO

Contract No. 10.

T. &amp; C. File No. 27977.

*Vote 174.—Victoria and San Francisco.—Steam service between—*

1922-23.....\$3,000

1923-24.....3,000

*Contractors.*—The Pacific Steamship Co. of Seattle, Wash., U.S.A. (Canadian address 1117 Wharf street, Victoria, B.C.).*Date of Contract.*—February 27, 1922. *Duration of Contract.*—April 1, 1922, to March 31, 1923.*Service.*—Weekly.*Ports of Call.*—Victoria, B.C., and San Francisco, U.S.A.*Subsidy.*—\$3,000 per annum, payable in quarterly instalments on the first days of July, October, January and April.*Speed Required.*—Not stated.*Mails.*—To be carried free.*Canadian Trade Commissioners.*—To be carried free.*Distance.*—Victoria to San Francisco, 750 miles.



DESCRIPTION OF VESSELS EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation			Refrigerator space	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity	1st Class	2nd Class	3rd Class				At	In	Of
	Ft.	Ft.	Ft.							C.ft		Kts.			
President.....	391	48 0	19 7	2,546	5,218	2,800	340		179		601	15	Camden, N.J.	1906	Steel
Ruth Alexander..	455	55 9	43	4,935	8,226	4,000	284		138			14	Germany		Steel
Dorothy Alexander...	417	49	37	2,546	5,453	2,800	374		294		601	15	U.S.A....	1906	Steel
Admiral Schley ..	291	36	23	1,336	2,104	1,300	102		42			11	U.S.A....	1898	Steel
Admiral Dewey.....	291	36	23	1,336	2,104	1,300	102		42			11	U.S.A....	1898	Steel

NOTE.—A steamship service between Victoria and San Francisco, provided by the Dominion Government is required under the terms of the agreement by which British Columbia entered Confederation.

TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	Number of Passengers Carried	Tons of Freight Carried		Live Stock Carried	Mails Carried		Subsidy Paid
			Weight	Measure		Lock Bags	Tied Sacks	
								\$ cts.
1914.....	54	3,630	3,534	4,368	Nil.	Nil.	Nil.	2,971 15
1915.....	52	4,307	1,955	2,435	Nil.	Nil.	Nil.	3,000 00
1916.....	47½	3,249	3,702	2,514	Nil.	Nil.	Nil.	2,700 23
1917.....	52	6,703	4,815	Nil.	Nil.	Nil.	Nil.	3,000 00
1918.....	43½	3,864	2,949	Nil.	Nil.	Nil.	Nil.	2,509 77
1919.....	36	4,296	2,011	Nil.	Nil.	Nil.	Nil.	2,076 95
1920.....	49½	5,215	3,844	Nil.	Nil.	Nil.	Nil.	2,826 90
1921.....	41½	3,912	3,144	Nil.	Nil.	Nil.	Nil.	2,394 19
1922.....	62	In 1,714 Out 4,068	1,942 785	Nil. Nil.	Nil. Nil.	Nil. Nil.	Nil. Nil.	2,625 00
Total		5,782	2,727	Nil.	Nil.	Nil.	Nil.	

ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA

Calendar Year	Canadian Origin			United States Origin			Total		
	Tons Weight	Tons Meas't	Value	Tons Weight	Tons Meas't	Value	Tons Weight	Tons Meas't	Value
			\$			\$			\$
1914.....	95	873	128,307	Nil.	87	10,911	95	960	139,218
1915.....	175	306	37,730	6	27	10,514	181	333	48,244
1916.....	212	370	51,323	21	14	4,901	233	384	56,224
1917.....	234	Nil.	55,941	19	Nil.	11,438	253	Nil.	67,379
1918.....	67	Nil.	28,948	8	Nil.	4,475	75	Nil.	33,423
1919.....	69	Nil.	28,911	9	Nil.	11,360	78	Nil.	40,271
1920.....	197	Nil.	109,261	46	Nil.	31,700	243	Nil.	140,961
1921.....	314	Nil.	82,975	2	Nil.	735	316	Nil.	79,710
1922.....	777	Nil.	106,323	8	Nil.	8,878	785	Nil.	115,201



## SESSIONAL PAPER No. 7

## PRINCIPAL ARTICLES EXPORTED

*Of Canadian Origin.*—Household goods, automobiles, building paper, holly.

*Of United States Origin.*—Empty cylinders, automobiles, machinery, raisins and furs.

## VICTORIA, VANCOUVER, WAYPORTS AND SKAGWAY

Contract No. 28.

T. & C. File No. 28246.

*Vote 175.*—*Victoria, Vancouver, Wayports and Skagway, steam service between—*

1922-23.....	\$ 25,000
1923-24.....	25,000

*Contractor.*—Canadian Pacific Railway Co., Montreal, Que.

*Contract Dated.*—May 8, 1922. *Duration of Contract.*—April 1, 1922, to March 31, 1923.

*Service.*—Four complete round trips each month from June to October, inclusive; three complete round trips each month from March to May, inclusive; and two complete round trips each month from November to February, inclusive.

*Ports of call.*—Victoria, Vancouver, Prince Rupert, Ketchikan, Juneau and Skagway. Steamers are permitted to call at the United States ports mentioned in the preceding paragraph on outward trips only.

*Subsidy.*—\$25,000 per annum, payable in July, October, January and April.

*Mails.*—To be carried free.

## DISTANCES

	Knots
Victoria to Vancouver.....	73
Vancouver to Port Essington.....	472
Port Essington to Prince Rupert.....	27
Prince Rupert to Port Simpson.....	36
Port Simpson to Ketchikan.....	66
Ketchikan to Skagway.....	367
Total.....	981

## DESCRIPTION OF VESSELS EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation			Refrigerator space, c.ft.	N. H. P.	Speed Kts.	Built		
	Length	Breadth	Depth	Net	Gross	Capacity	1st Class	2nd Class	3rd Class				At	In	Of
	Ft.	Ft.	Ft.												
Princess Alice.	289.6	46.0	17.0	1,903	3,099	500	500	Nil.	Nil.	Nil.	610	17½	Newcastle-on-Tyne.	1911	Steel
Princess Mary.	218.4	40.1	14.6	1,346	2,155	900	500	Nil.	Nil.	Nil.	195	14	Paisley.	1910	Steel
Princess Louise.	317	48	18.6	2,448	4,031	1,000	500	Nil.	Nil.	Nil.	364	17½	North Vancouver.	1921	Steel



TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	Number of Passengers Carried			Tons of Freight Carried		Live Stock	Mails		Subsidies Paid
		1st Class	2nd Class	3rd Class	Tons Weight	Tons Meas't		Loose Bags	Tied Sacks	
1913 .....	40	12,292	1,461	584	6,409	1,372	482	3,460	9,118	12,500 00
1914.....	40	12,788	827	811	11,483	349	925	6,665	6,377	12,500 00
1915.....	40	6,020	601	249	10,818	597	1,521	5,067	7,703	12,500 00
1916.....	42	7,638	440	199	13,506	180	1,239	3,361	14,207	12,500 00
1917.....	40	7,616	528	322	13,909	Nil.	779	4,240	9,347	12,500 00
1918.....	32½	6,308	810	112	16,890	Nil.	158	4,496	8,195	11,263 03
1919.....	34	9,430	699	493	8,583	Nil.	260	6,517	7,649	21,875 00
1920.....	35	10,175	705	472	9,582	Nil.	101	4,144	9,380	23,593 75
1921.....	37 In Out	5,383	304	334	3,106	Nil.	2	1,586	3,186	24,218 75
		4,484	358	320	5,563	Nil.	62	2,474	11,748	
	Total...	9,867	662	654	8,669	Nil.	64	4,060	14,934	
1922.....	40 In Out	6,314	387	371	2,847	Nil.	10	2,094	2,195	25,000 00
		5,523	157	131	6,841	Nil.	123	3,986	10,013	
	Total...	11,837	544	502	9,688	Nil.	133	6,080	12,208	

VICTORIA AND WEST COAST VANCOUVER ISLAND

Contract No. 63.

T. & C. File No. 28235.

Vote 176.—Victoria and West Coast Vancouver Island.—Steam service between—

1922-23.....	\$ 15,000
1923-24.....	15,000

Contractors.—Canadian Pacific Railway Company of Montreal, Que.

Date of Contract.—May 4, 1922. Duration of Contract.—April 1, 1922, to March 31, 1923.

Service.—Three complete round trips each month.

Ports of Call.—Victoria, Port Renfrew, Carmanah, Cla-oose, Bamfield, New Alberni, Uchucklesit, Sechart, Ucluelet, Clayoquot, Tofino, Christie School, Ahousaht, Hesquiot, Nootka, Whaling Station, Kyuquot, Quatsino, and Port Alice; and if sufficient business offers at other intermediate accessible ports.

Speed Required.—Not stated.

Subsidy.—\$15,000 per annum, payable in June, September, December and March.

Mails.—To be carried free.



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DISTANCES

	Knots
Victoria to Port Renfrew.....	54
Port Renfrew to Carmanah.....	15
Carmanah to Cla-oose.....	5
Cla-oose to Bamfield.....	25
Bamfield to New Alberni.....	34
New Alberni to Sechart.....	34
Sechart to Ucluelet.....	12
Ucluelet to Clayoquot.....	26
Clayoquot to Christie's School.....	3
Christie's School to Ahousaht.....	9
Ahousaht to Hesquoit.....	36
Hesquoit to Friendly Cove.....	25
Friendly Cove to Whaling Station.....	68
Whaling Station to Kyuquot.....	11
Kyuquot to Winter Harbour.....	45
Winter Harbour to Quatsino.....	22
Quatsino to Holberg.....	23
Total.....	447

DESCRIPTION OF VESSELS EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation			Refrigerator space	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity	1st Class	2nd Class	3rd Class				At	In	Of
	Ft.	Ft.	Ft.							C.ft					
Princess Maquinna.	232	38	17	978	1,777	800	500	Nil.	Nil.	Nil.	238	12	Victoria, B.C.	1913	Steel
Princess Mary.	248	40	16	1,345	2,155	900	500	Nil.	Nil.	Nil.	388	14	Govan.....	1911	Steel

TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	Passengers Carried			Tons of Freight Carried		Live Stock	Mails		Subsidy Paid
		1st Class	2nd Class	3rd Class	Tons Weight	Tons Meas.		Lock Bags.	Tied Sacks	
1914.....	43	4,123	2,469	615	6,806	1,739	62	2,479	1,101	\$ cts. 5,000 00
1915.....	42	2,984	916	605	7,442	5,382	40	2,936	898	5,000 00
1916.....	42	3,275	1,343	Nil.	9,756	Nil.	20	2,321	1,817	5,000 00
1917.....	42	5,292	2,169	Nil.	11,636	Nil.	105	4,353	174	5,000 00
1918.....	36	7,168	1,516	438	15,930	Nil.	151	1,302	3,936	4,374 94
1919.....	36	5,733	1,525	Nil.	15,047	Nil.	207	3,335	1,277	4,375 00
1920... ..	36	6,980	1,364	Nil.	21,050	Nil.	248	3,979	1,229	12,500 00
1921.....	36	5,542	1,323	38	20,507	Nil.	40	4,777	968	15,000 00
1922.....	36 In Out	2,633 2,600	428 488	Nil. Nil.	12,633 7,513	Nil. Nil.	12 111	709 1,519	531 3,930	15,000 00
Total ..		5,233	917	Nil.	20,147	Nil.	123	2,228	4,461	



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## VANCOUVER AND NORTHERN BRITISH COLUMBIA PORTS

Contract No. 18.

T. &amp; C. File No. 28231.

*Vote 177.—Vancouver and Northern British Columbia ports, steam service between—*

1922-23.....	\$24,800
1923-24.....	24,800

*Contractors.*—The Union Steamship Company of British Columbia, Ltd., Vancouver, B.C.

*Date of Contract.*—May 2, 1922. *Duration of Contract.*—April 1, 1922, to March 31, 1923.

*Service and Ports of Call.* Regular sailings throughout the year from Vancouver to Anyox (Granby Bay), on Observatory Inlet, making:—

(a) Two calls each way each week at Campbell River, Alert Bay, Port Hardy and Quathiasca Cove.

(b) One call each way each week at Sointula (including mails for Suquash), Beaver Cove, Namu, Bella Bella, Swanson Bay, Prince Rupert, Port Simpson, Ocean Falls, and Anyox.

(c) During the summer season of six months, one call each week at Shushartie Bay, Wadham's, Schooner Passage, Rivers Inlet, Bella Coola, China Hat, Butedale, Hartley Bay, Lowe Inlet, Claxton, Port Essington, Oceanic, Kumeon, Arrandale, Kincolith, Mill Bay, Surf Inlet, Naas Harbour (Mill Bay and Naas Harbour calls to be made monthly alternately during the six winter months), and Alice Arm; and calling at the aforesaid ports three times per month during the winter season of six months.

(d) One call one way every two weeks during summer and every four weeks during winter at Margaret Bay (Smith's Inlet).

(e) During the summer season one call one way every two weeks at Kimsquit.

(f) The contractors will arrange with the Post Office Department to contribute half the cost of a semi-monthly mail service to Kitimat, such half cost not to exceed \$50 a month.

Under the present service to Anyox by the steamer making that place the terminal, one call per week suffices.

*Speed required.*—Not stated.

*Subsidy.*—\$24,800 per annum, payable quarterly in July, October, January and April. (In addition to this, \$8,200 per annum is paid by the Post Office Department.)

*Mails.*—To be carried free. The contractors further agree to carry the mails to and from all ports at which they call, whether such call be stipulated in the agreement or not.

*Government Wharves.*—Steamers must call whenever possible.



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## DISTANCES

	Miles		Miles
Vancouver to Campbell River.....	101	Ocean Falls to Bella Bella.....	28
Campbell River to Quathiassea Cove.....	2	Bella Bella to China Hat.....	39
Quathiassea Cove to Alert Bay.....	81	China Hat to Swanson Bay.....	24
Alert Bay to Sointula.....	5	Swanson Bay to Butedale.....	13
Sointula to Suquash.....	9	Butedale to Hartley Bay.....	28
Suquash to Port Hardy.....	12	Hartley Bay to Kitimat.....	40
Port Hardy to Shushartie Bay.....	19	Hartley Bay to Lowe Inlet.....	21
Shushartie Bay to Takush Harbour.....	39	Lowe Inlet to Claxton.....	41
Takush Harbour to Smith's Inlet.....	12	Claxton to Port Essington.....	9
Smith's Inlet to Wadham's.....	26	Port Essington to Inverness.....	12
Wadham's to Rivers Inlet Cannery.....	14	Inverness to Oceanic.....	7
Rivers Inlet Cannery to Schooner Passage..	13	Oceanic to Prince Rupert.....	14
Schooner Passage to Safety Cove.....	15	Prince Rupert to Port Simpson.....	34
Safety Cove to Namu.....	22	Port Simpson to Arrandale.....	32
Namu Cove to Bella Coola.....	59	Arrandale to Kincolith.....	2
Bella Coola to Kimsquit.....	53	Kincolith to Mill Bay.....	5
Kimsquit to Ocean Falls.....	57	Mill Bay to Anyox.....	33

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## DESCRIPTION OF VESSELS EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation			Refrigerator space	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity	1st Class	2nd Class	3rd Class				At	In	Of
	Ft.	Ft.	Ft.							C.ft.		Kts.			
Chelohsin...	175.5	35.1	15.7	597	1,133	479	100	91	Nil.	Nil.	131	13½	Dublin...	1911	Steel
Venture....	180.4	32.2	17.0	580	1,011	560	100	84	Nil.	Nil.	171	12	Glasgow...	1910	Steel
Coquitlam..	120.0	22.2	9.6	165	256	357	Nil.	Nil.	Nil.	Nil.	28	7½	Vancouver..	1892	Steel
Camosun...	192.0	35.2	17.9	793	1,369	713	100	103	Nil.	Nil.	224	11	Paisley....	1905	Steel
Cowichan...	156.1	32.0	13.5	520	961	565	165	Nil.	Nil.	Nil.	151	11	Ayr.....	1908	Steel
Chilkoot....	170.6	27.6	10.5	219	557	750	Nil.	Nil.	Nil.	Nil.	81	9	Bowling...	1903	Steel
Chilliwack..	172.6	30.2	12.9	410	756	800	21	Nil.	Nil.	Nil.	95	10	N. Vancou- ver.....	1920	Steel

## TRAFFIC RETURNS

Calendar Year	No. of Round Trips	Passen- gers Carried	Tons of Freight Carried		Live Stock	Mails		Subsidy Paid
			Weight	Measure- ment		Lock Bags	Tied Sacks	
1914 .....	209	21,167	31,291	10,600	518	17,256	Nil.	\$ 16,800
1915.....	189	15,126	30,627	8,541	602	13,831	Nil.	16,800
1916.....	241	21,424	34,550	14,738	362	16,964	Nil.	16,800
1917.....	236	23,453	31,011	13,511	309	19,526	Nil.	16,800
1918.....	268	30,454	40,116	16,891	230	20,997	100	16,800
1919.....	218	27,309	31,474	12,169	165	22,103	Nil.	16,800
1920 .....	234	32,477	20,216	14,956	242	26,872	Nil.	22,800
1921.....	237	23,619	22,308	12,569	127	29,516	Nil.	24,800
1922 .....	244	In 8,465 Out 15,938	12,391 10,977	2,473 10,763	37 88	11,201 19,493	Nil. Nil.	24,800
Total..		24,403	23,368	13,236	125	30,694	Nil.	



VANCOUVER AND PORTS ON HOWE SOUND

Contract No. 78.

T. & C. File No. 28365.

Vote 178.—Vancouver and ports on Howe Sound, steam service between—

1922-23.....	\$5,000
1923-24.....	5,000

Contractor.—The Howe Sound Navigation Co., Ltd., of Vancouver, B.C.

Date of Contract.—June 9, 1922. Duration of Contract.—April 1, 1922, to March 31, 1923.

Service and Ports of Call.—

(a) A regular daily service from May 15 to September 15 between Vancouver and Gibson's Landing, Hopkin's Landing, New Brighton, Port Mellon, Grantham, and Seaside Park.

(b) A regular service three times each week from April 1 to May 14 and from September 16 to March 31 and more frequently if business should warrant it, between Vancouver and Gibson's Landing, Hopkin's Landing, Grantham, and New Brighton.

(c) A regular service twice a week throughout the year between Vancouver and Hope Point (or Long Bay), West Bay, Grace Harbour, Elkin's Point, McNab Creek, Douglas, North Bay and Halkett Bay.

(d) A regular service twice a week from October 1 to March 31 between Vancouver, Port Mellon and Seaside Park, with more frequent trips if business should warrant it.

Speed required.—Not stated.

Subsidy.—\$5,000 per annum, payable quarterly.

Mails.—To be carried free. Mails to be received and delivered at ship's side.

DISTANCES

	Miles
Vancouver to Hope Point.....	22
Hope Point to West Bay.....	5
West Bay to Gibson's Landing.....	8
Gibson's Landing to Hopkins' Landing.....	4
Hopkin's Landing to Smith's Landing.....	2
Smith's Landing to New Brighton.....	3
New Brighton to Port Mellon.....	10
Port Mellon to Seaside Park.....	1
Seaside Park to McNab's Creek.....	6
McNab's Creek to Elkin's Point.....	2
Elkin's Point to Douglas Bay.....	4
Douglas Bay to North Bay.....	4
North Bay to Halkett.....	4
Halkett to Vancouver.....	22
Total.....	97
Vancouver to Gibson's Landing.....	24



## SESSIONAL PAPER No. 7

## DESCRIPTION OF VESSELS EMPLOYED

Name	Dimensions			Tonnage			Refrigerator space	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Britannia ..	104.8	22.4	6.09	221.6	325.9	60	200	33	10	Vancouver, B.C.	1902	Wood
Lady Evelyn	189	26.1	9.05	338	589	100	481	150	16	Tranmore.....	1905	Steel

## TRAFFIC RETURNS

Period	No. of Round Trips run	Number of Passengers Carried	Tons of Freight Carried	Live Stock	Mails		Subsidy Paid
					Lock Bags	Tied Sacks	
Aug. 1 to Dec. 31, 1919.....	114	5,378	531	48	309	464	1,744 88
1920.....	264	18,603	1,955	62	2,033	2,254	5,000 00
1921.....	238	16,013	1,635	61	1,692	2,399	4,711 53
1922.....	219	In 7,032 Out 7,851	117 1,450	16 41	1,022 1,057	462 2,507	4,967 95
Total..		14,883	1,567	57	2,079	2,969	







LOCAL SERVICES

BADDECK AND IONA

Contract No. 25.

T. & C. File 28128.

Vote 179.—*Baddeck and Iona, steam service between—*

1922-23.....	\$9,000
1923-24.....	9,000

*Contractors.* The Baddeck Steamship Company, Ltd., of Baddeck, N.S.

*Contract dated.*—March 31, 1922. *Duration of Contract.*—April 1, 1922, to March 31, 1923.

*Service.*—Two full round trips daily, during open navigation.

*Ports of Call.* Baddeck, Iona and McKay's Point; calling at Kempt Head on the western end of Boularderie Island on trips from Baddeck to Iona; such calls to be made only on those days on which the subsidized steamer from Sydney to Whycocomagh makes her westbound trip from Sydney to Whycocomagh; and calling at Grand Narrows whenever there is a reasonable amount of freight to take on or put off at that place.

(a) Provided, however, that if weather conditions prevent the steamer making a landing at Iona at any time, she shall, if possible, proceed to Shenacadie to land and take on passengers and freight.

*Connections at Iona.* The steamer *Blue Hill* shall make connections at Iona with the afternoon eastbound train from Halifax to Sydney. In case the train is late in arriving at Iona, the steamer must wait for a reasonable time before proceeding to Baddeck.

*Government Wharves.*—Steamer must call whenever possible.

*Subsidy.* \$9,000 per annum, payable quarterly in July, October, January, and April at the rate of \$18.00 a round trip to a maximum of 500 trips.

*Mails.*—To be carried free.

DISTANCES

	Miles
Baddeck to Iona.....	12
“ Grand Narrows.....	20
“ McKay's Point.....	10
“ Kempt Head.....	5
Distance between terminal points.....	20

DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Blue Hill. . . .	135	18	7	92	195	100	300	38	12	East Boston, U.S.A.	1887	Wood



TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	Passengers Carried	Freight Carried	Live Stock	Mails		Subsidy Paid
					Lock Bags	Tied Sacks	
1914.	500	4,468	782	98	3,227	4,801	\$ 5,825 00
1915 .	598	4,156	824	54	3,065	4,200	5,728 32
1916.....	510	3,463	789	—	3,034	4,986	5,750 64
1917.....	477	4,380	1,015	—	2,854	5,419	5,825 00
1918.....	453	3,418	783	Nil.	2,999	4,659	5,825 00
1919.....	573	5,652	923	Nil	3,869	6,711	6,825 00
1920.....	484	5,745	841	28	3,104	5,929	6,825 00
1921.....	522	5,761	711	25	3,615	6,748	7,979 40
1922.	492	In 2,190 Out 2,202	602 160	1 15	1,830 1,356	6,327 1,121	8,648 00
Total.....		4,392	762	16	3,186	7,448	

CHARLOTTETOWN AND PICTOU

Contract No. 79.

T. & C. File 28276.

Vote 180.—Charlottetown and Pictou, steam service between—

1922-23.....	\$8,000
1923-24.....	8,000

Contractors.—The Georgetown Steamship Co., Ltd., of Pictou, N.S.

Contract dated.—May 10, 1922. Duration of contract.—From the opening of navigation until November 30, 1922.

Service and ports of call.—Daily, except Sundays, until October 1, and thereafter three round trips a week until the termination of the service in November, between Pictou and Charlottetown.

Subsidy.—\$8,000 for the season, payable in instalments on July 1, Sept. 1, and on the completion of the contract.

Mails.—To be carried free.

Distance.—Charlottetown to Pictou, 52 miles.

DESCRIPTION OF STEAMER EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	Built			N. H.P.	Speed
	Length	Breadth	Depth	Net	Gross	Capacity		At	In	Of		
	Ft.	Ft.	Ft.									
Magdalen.....	98.6	21.6	8.8	91	134	150	40	Shelburne	1906	Wood.....	28	10



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## TRAFFIC RETURNS

Calendar Year	No. of Trips run	No. of Passengers Carried	Tons of Freight Carried	Live Stock	Bags of Mail	Auto-mobiles	Subsidy Paid
1921.	141	2,776	746	207	Nil.	117	\$ cts. 2,000 00
1922.	146½	In 1,188 Out 1,437	460 251	36 4	31 61	Not Stated	7,938 77
	Total.....	2,625	711	40	92		

## CHARLOTTETOWN, VICTORIA AND HOLLIDAY'S WHARF

Contract No. 74.

T. &amp; C. File 28314.

Vote 181.—Charlottetown, Victoria and Holliday's Wharf, steam service between—

1922-23.....	\$4,000
1923-24.....	4,000

Contractors.—The Charlottetown Steamship Co., Ltd., of Charlottetown, P.E.I.

Contract dated.—May 30, 1922. Duration of Contract.—From the opening to the close of navigation in 1922.

## Service and Ports of Call—

Two round trips each week from the opening of navigation until October 1st, and thereafter one round trip each week until the close of navigation, from Charlottetown to Victoria; and two round trips each week throughout the season to Holliday's Wharf, East River and West River, calling at China Point, Orwell and Orwell Cove.

Subsidy.—\$4,000 per season, payable in two instalments.

Mails.—To be carried free.

## DISTANCES

	Miles
Charlottetown to Holliday's.....	17
Holliday's to China Point.....	2½
China Point to Orwell Cove.....	½
Charlottetown to Victoria.....	28
Charlottetown to Hickey's Wharf.....	11
Hickey's Wharf to Haggarty's.....	3
Haggarty's to Hayden's.....	1
Charlottetown to McEwen's.....	8
McEwen's to West River Bridge.....	2
	73

## DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Harland..	113	27	6-7	217	352	50	286	33	10	Shelburne, N.S.	1908	Wood



TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	No. of Passengers Carried	Barrels of Freight Carried	Live Stock	Mail Bags	Subsidy Paid
						\$ cts.
1914	251	13,232	33,050	1,617	Nil	2,500 00
1915.....	255	13,165	31,041	1,053	Nil	2,500 00
1916	234	10,159	35,898	1,528	Nil	2,500 00
1917	226	10,536	41,873	1,275	Nil	2,500 00
1918	No service was performed					
1919	198	3,123	30,018	471	Nil	2,031 25
1920	242	9,125	30,665	1,728	Nil	2,500 00
1921	242	9,092	26,066	472	Nil	3,500 00
1922	241	In 4,620 Out 4,692	10,758 16,970	861 66	Nil Nil	4,000 00
	Total	9,312	27,728	927	Nil	

GRAND MANAN AND THE MAINLAND

Contract No. 14.

T. & C. File No. 28056.

Vote 182.—Grand Manan and the Mainland, steam service between—

1922–23.....	\$15,000
1923–24.....	15,000

Contractors.—The Grand Manan Steamboat Company, of Grand Manan, N.B.

Date of Contract.—March 20, 1922. Duration of Contract.—April 1, 1922, to March 31, 1923.

Service and Ports of Call.—From June to September, inclusive:—

- (a) One trip each week between Grand Manan and St. Andrew's, calling both ways at Campobello and Eastport, Maine.
- (b) One trip each week between Grand Manan and St. John, *via* and calling both ways at Campobello and Eastport.
- (c) One round trip each week between Grand Manan and St. John direct.
- (d) One trip each week between Grand Manan and St. Stephen, calling both ways at Campobello, Eastport and St. Andrew's.

And during the remaining eight months of the year:—

- (e) One trip each week between Grand Manan and St. Stephen, calling both ways at Campobello, Eastport and St. Andrew's.
- (f) One trip each week between Grand Manan and St. John, calling both ways at Campobello and Eastport.
- (g) One trip each week between Grand Manan and St. Andrew's, calling both ways at Campobello and Eastport.

Subsidy.—\$15,000 per annum, payable quarterly in July, October, January and April.

Mails.—To be carried free.

Government Wharves.—Steamers must call at Government Wharves whenever possible.



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## DISTANCES

	Miles
Grand Manan to Campobello.....	15
Campobello to Eastport .. . . .	3
Eastport to St. John.....	45
Eastport to St. Andrew.....	12
St. Andrew's to St. Stephen....	18
St. John to Grand Manan.....	45
St. Stephen to Grand Manan...	48
St. Andrew's to Grand Manan....	50

## DESCRIPTION OF STEAMER EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.									
Grand Manan.	130	26	11	180	363	250	350	32	12	Liverpool, N.S.	1911	Wood

## TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	No. of Passengers Carried	Tons Freight Carried	Live Stock	Mails		Subsidy Paid
					Lock Bags	Tied Sacks	
							\$ cts.
1914.....	172½	6,525	3,927	54	1,633	2,215	10,000 00
1915.....	176½	6,416	4,589	26	1,775	2,587	10,000 00
1916.....	174	6,977	5,427	34	1,952	2,859	10,000 00
1917.....	173	6,473	4,607	41	1,805	3,089	10,000 00
1918.....	163½	5,606	4,789	21	2,680	3,493	10,000 00
1919.....	165	7,921	4,793	107	1,782	3,577	11,875 00
1920.....	168	8,047	3,606	439	1,626	3,791	14,375 00
1921.....	175	7,963	3,448	134	1,700	4,268	15,000 00
1922	173	In 3,555 Out 4,144	2,782 859	88 9	808 663	3,261 673	15,000 00
Total ..		7,699	3,641	97	1,471	3,934	

## HALIFAX, CANSO AND GUYSBOROUGH

Contract No. 30.

T. &amp; C. File No. 28267.

*Vote 183.—Halifax, Canso and Guysborough, steam service between—*

1922-23.....	\$9,000
1923-24.....	9,000

*Contractors.*—The Halifax and Canso Steamship Co., Ltd., of Halifax, N.S.*Date of Contract.*—May 12, 1922. *Duration of Contract.*—April 1, 1922, to March 31, 1923.*Service.*—Weekly, all the year round, between Halifax and Guysborough.



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*Ports of Call.*—Calling on all voyages each way at Canso, Whitehead, Drumhead, Isaac's Harbour, Goldboro, Port Beckerton and, weather permitting, at Port Hilford; and calling on all outward voyages at Half Island Cove and Queensport; calling fortnightly during open navigation on outward voyages at Country Harbour and Boylston; and during the months of January, February and March at Port Dufferin and Moser's River.

(a) From January to March inclusive a fortnightly call only need be made at Guysborough, Queensport and Half Island Cove.

(b) Calls at Port Hilford shall not be required when the depth of water south of the breakwater is less than 14 feet. The contractors shall, however, make every reasonable effort to call at this port.

*Capacity of Steamer.*—The steamer employed is guaranteed to have a cargo capacity of 380 tons, with passenger accommodation for 40 passengers, electric lighted throughout and fitted with adequate refrigeration for the carriage of fresh fish.

*Laying off Steamer.*—The steamer may lay off for refitting two trips each in year, at such time or times as will least interfere with the requirements of the service.

*Government wharves.*—The steamer must call whenever possible.

*Subsidy.*—\$9,000 per annum, payable quarterly in July, October, January and on the completion of the service. (a) Provided that no deduction from subsidy shall be made for the loss of one trip during the quarter ending March 31 1923, due to heavy ice conditions.

*Mails.*—To be carried free.

DISTANCES

	Miles
Halifax to Port Hilford.....	89
Port Hilford to Beckerton.....	10
Beckerton to Isaac's Harbour...	16
Isaac's Harbour to Whitehead..	35
Whitehead to Canso.....	17
Canso to Queensport.....	12
Queensport to Guysborough.....	13
Total.....	192

DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.			tons						
Chedabucto..	145	24.5	16.5	268	509	380	40	69	8	Dundee.....	1910	Steel



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## TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	No. of Passengers Carried	Tons of Freight Carried	Live Stock	Mail Bags	Subsidy Paid
						\$ cts.
1914	51	2,377	22,731	30	Nil	5,000 00
1915	51	2,247	25,098	Nil	Nil	5,000 00
1916.....	50	2,475	19,862	Nil	Nil	5,000 00
1917.....	51	2,443	25,481	21		5,000 00
1918	48	2,168	23,869	Nil	Nil	5,000 00
1919.....	50	2,287	30,701	Nil	Nil	5,000 00
1920	45	1,850	19,295	Nil	Nil	6,096 20
1921.....	49	1,223	19,153	Nil	Nil	6,932 69
1922	50	In 863 Ont 896	4,513 15,235	Nil Nil	Nil Nil	
Total		1,759	10,749	Nil	Nil	8,365 38

## HALIFAX AND LAHAVE RIVER PORTS

Contract No. 67.

T. & C. File No. 28070.

Vote 184.—Halifax, LaHave and LaHave River Ports, steam service between—

1922-23.....	\$6,000
1923-24.....	6,000

Contractors.—The Western Steamship Co., Ltd., Halifax, N.S.

Date of Contract.—March 23, 1922. Duration of Contract.—Opening of navigation, 1922, to March 31, 1923.

Service and Ports of Call.—Leaving Halifax once each week, calling at LaHave, Riverport, East LaHave, Pleasantville, Conquerall Bank and Dayspring, and returning to Halifax, calling at the aforesaid ports.

During the winter months, when the LaHave river is frozen over, calls at Pleasantville, East LaHave, Conquerall Bank and Dayspring may be omitted.

During the months of January and February calls at any of the said ports may be omitted if ice conditions prevent their being made.

Government wharves.—Steamer must call whenever possible.

Subsidy.—\$6,000 per annum, payable in instalments on the last days of June, September and March.

Mails.—To be carried free.

Withdrawal of steamer for repairs.—The steamer may be withdrawn from the service for a total period of fourteen days, if required, for necessary repairs.

## DISTANCES

	Miles
Halifax to LaHave.....	52
" Riverport.....	54
" West LaHave.....	56
" Conquerall Bank.....	60



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DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.									
Enterprise....	108	25	8.6	98	211	100	100	42	11	Shelburne, N.S.	1907	Wood

TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	No. of Passengers Carried	Tons of Freight Carried	Live Stock	Bags Mail	Subsidy Paid
						\$    cts.
1914 .....	68 <sup>1</sup> / <sub>2</sub>	Nil	4,294	Nil	Nil	2,815 00
1915 .....	76 <sup>1</sup> / <sub>2</sub>	134	4,820	Nil	Nil	3,000 77
1916 .....	83 <sup>1</sup> / <sub>2</sub>	682	5,287	6	Nil	3,639 60
1917.....	72	885	7,310	Nil	Nil	4,513 57
1918 .....	23	368	2,300	Nil	Nil	1,095 26
1919.....	44	343	3,807	Nil	Nil	2,250 00
1920.....	46	246	3,282	Nil	Nil	3,750 00
1921 .....	39	308	2,025	Nil	Nil	4,423 07
1922 .....	47	In 133 Out 152	857 2,190	Nil Nil	Nil Nil	5,769 23
Total.....		285	3,047	Nil	Nil	

HALIFAX AND NEWFOUNDLAND *via* CAPE BRETON PORTS

Contract No. 11.

T. & C. File No. 28059.

Vote 185.—*Halifax and Newfoundland via Cape Breton Ports, steam service between—*

1922-23.....	\$5,000
1923-24.....	5,000

Contractors.—J. A. Farquhar & Co., Ltd., of Halifax, N.S.

Date of Contract.—March 17, 1922. Duration of Contract.—For the season of navigation, 1922.

Service.—Fortnightly, until 14 complete round trips have been performed; or until the close of navigation, should it close before the said 14 trips can be performed.

Ports of Call.—Halifax to Sydney, *via* the south shore of Cape Breton, thence to North Sydney, Marble Mountain, Baddeck, Ingonish, Neil's Harbour White Point and St. Paul's Island; thence to Channel, Codroy, Sandy Point Bay of Islands and Bonne Baie, Nfld.; thence returning to Halifax, calling at Bay of Islands, Sandy Point, Codroy, Channel, St. Paul's Island, White Point Neil's Harbour, Ingonish, North Sydney and Sydney.

Subsidy.—\$5,000 for the season, payable at the rate of \$357.14 per round trip.

Mails.—To be carried free.



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## DISTANCES

	Miles
Halifax to St. Peter's.....	154
St. Peter's to Grand Narrows.....	21½
Grand Narrows to Baddeck.....	9¾
Baddeck to North Sydney.....	40
North Sydney to Sydney.....	4½
Sydney to Ingonish.....	31
Ingonish to Neil's Harbour.....	11
Neil's Harbour to Aspy Bay.....	10
Aspy Bay to St. Paul's Island.....	21
St. Paul's Island to Channel.....	49
Channel to Codroy.....	27
Codroy to Bay St. George.....	45
Bay St. George to Bay of Islands.....	111
Bay of Islands to Bonne Bay.....	52
Total.....	596

## DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Stella Maris...	124	23.6	12.2	54	229	350	Nil	70	8½	London.....	1882	Wood and iron

## TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	No. of Passengers Carried	Tons of Freight Carried	Live Stock	Mail Bags	Subsidy Paid
						\$ cts.
1914	14	203	9,028	Nil	28	10,000
1915	15	276	9,346	Nil	39	10,000
1916	14	293	9,051	2	44	10,000
1917 .....	13	317	7,700	Nil	65	10,000
1918 .....	13	36	5,136	Nil	51	8,000
1919.....	18	145	4,913	83	72	10,000
1920.....	14	55	4,817	Nil	56	5,000
1921.....	14	54	4,468	Nil	55	5,000
1922 .....	14½	In 16 Out 15	2,136 2,405	5 7	21 26	5,000
Total	.....	29	4,541	12	47	.



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ORIGIN, QUANTITY AND VALUE OF FREIGHT EXPORTED FROM CANADA TO NEWFOUNDLAND

Calendar Year	Canadian Origin			United States Origin			Total		
	Weight	Measurement	Value	Weight	Measurement	Value	Weight	Measurement	Value
	Tons	Tons	\$	Tons	Tons	\$	Tons	Tons	\$
1914	4,421	100	217,962	178	129	25,925	4,599	229	243,887
1915	4,308	167	257,505	293	278	46,341	4,601	445	303,846
1916	4,012	73	276,533	610	12	110,740	4,702	85	387,273
1917.....	3,078	53	293,323	454	3	75,290	3,512	56	368,613
1918	2,280	34	246,535	360	3	43,121	2,580	37	291,656
1919.....	2,621	83	410,671	621	Nil	73,232	3,252	83	483,882
1920	2,565	Nil	374,210	274	Nil	69,502	2,919	Nil	443,712
1921.....	1,848	Nil	191,767	86	Nil	99,464	2,657	Nil	291,231
1922.....	1,711	Nil	134,758	691	Nil	72,787	2,405	Nil	197,269

PRINCIPAL ARTICLES EXPORTED

*Of Canadian Origin.*—Flour, paint, molasses, gasolene, beans, stoves, furniture, butter, tea, hay, rope, tin ingots, apples, oats, kerosene oil, beef, pork, sugar, potatoes, oil, clothing, boots and shoes, nets, hardware, wire fencing, roofing, axes, and engines.

*Of United States and Foreign Origin.* —Molasses, engines and parts thereof, beef, rope, machinery, pork, tobacco, kerosene oil, oranges, shoes, feed, whisky, sugar, tea, salt, gasolene engines, bananas, oranges, and raisins.

HALIFAX, SPRY BAY AND CAPE BRETON PORTS

Contract No. 55.

T. & C. File No. 28281.

*Vote 186.*—*Halifax and Spry Bay and ports in Cape Breton, steam service between*

1922-23.....	\$6,000
1923-24.....	6,000

*Contractors.*—Halifax and Sheet Harbour Steamship Company, Ltd., 234-236 Hollis street, Halifax, N.S.

*Date of Contract.*—June 1, 1922. *Duration of Contract.*—April 1, 1922, to March 31, 1923.

*Service.*—Weekly, all the year round.

*Ports of Call.*—Halifax, Jeddore, Owl's Head, Tangier, Pope's Harbour, Ship Harbour, Sheet Harbour, Sober Island, Spry Bay, St. Peter's, Arichat, West Arichat, Poulamond and L'Ardoise; as well as such other ports or places between the above terminal ports as may be required by the minister.

- (a) The call at Pope's Harbour is at the discretion of the contractors.
- (b) The call at L'Ardoise may be omitted in January, February and March.
- (c) Between January 20 and March 20 the contractors have the option of omitting calls at St. Peter's, Arichat, West Arichat and Poulamond, provided satisfactory proof can be shown the minister that the steamer was prevented from calling at these ports on account of ice conditions.



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(d) A fortnightly service to Marble Mountain shall be performed during the season of open navigation.

(e) Through bills of lading shall be issued by the *Margaret* between Halifax and all ports in the Bras d'Or lakes and on the eastern coast of Cape Breton called at by the *Arcadia* during the present season.

*Subsidy.* \$6,000 per annum, payable in four equal instalments in July, October, January and April.

*Government Wharves.*—Steamers must call whenever possible.

*Time for repairs.*—Three weeks are allowed during the year for Government inspection and annual overhauling.

*Mails.*—To be carried free.

## DISTANCES

	Miles
Halifax to Jeddore.....	55
Jeddore to Owl's Head.....	15
Owl's Head to Tangier.....	10
Tangier to Pope's Harbour.....	10
Pope's Harbour to Ship Harbour.....	10
Ship Harbour to Sheet Harbour.....	20
Sheet Harbour to Sober Island.....	20
Total.....	120

## DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.									
Margaret	92	19	9	100	195	175	90	27	10½	Sheet Harbour.	1907	Wood

## TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	No. of Passengers Carried	Tons of Freight Carried	Live Stock	Mail	Subsidy Paid
						\$ cts.
1914.....	50	2,572	7,700	Nil	Nil	3,000 00
1915.....	50	2,630	7,535	Nil	Nil	4,000 00
1916.....	45	2,207	9,180	Nil	Nil	3,603 08
1917.....	45	1,522	7,155	Nil	Nil	3,750 25
1918.....	41	1,101	5,740	100	Nil	3,767 92
1919.....	46	1,342	6,225	Nil	Nil	4,000 00
1920.....	46	1,979	5,600	Nil	Nil	4,000 00
1921.....	48	1,962	5,390	Nil	Nil	5,346 15
1922.....	48½	In 765 Out 990	1,920 2,695	Nil Nil	Nil Nil	5,884 61
Total....		1,755	4,615	Nil	Nil	



HALIFAX, SOUTH CAPE BRETON AND BRAS D'OR LAKE PORTS

Contract No. 66.  
T. & C. File No. 28283.

Vote 187. — *Halifax, South Cape Breton and Bras d'Or Lake Ports, steam service between—*

1922-23.....	\$6,000
1923-24.....	6,000

Contractors.—Messrs. Hendry, Ltd., Halifax, N.S.

Date of Contract.—June 1, 1922. Duration of Contract.—From the opening to the closing of navigation in 1922.

Service and Ports of Call.—Passengers and freight shall be conveyed between Halifax and St. Peter's by the steamers *Margaret* and *Strathlorne*, and shall be transhipped at St. Peter's to and from the *Arcadia* for the purpose of proceeding to or from the undermentioned points in the Bras d'Or lakes, and on the east coast of Cape Breton. The *Arcadia's* services shall be as follows: (a) Four round trips each month from St. Peter's, N.S. to Sydney, through the Bras d'Or lakes, calling at all ports on the east and west sides of the lakes at which freight is offered, or is to be delivered, including Grand Narrows, Iona, Baddeck, Whycocomagh, Little Narrows, Nyanza, Boularderie Centre, Boularderie, Marble Mountain, West Bay, Washabuck Centre, Johnston's Harbour, Irish Cove, Big Pond, East Bay, Castle Bay and Grand Narrows, extending each trip from Sydney to North Sydney, Glace Bay, Port Morien, Main-à-dieu, Louisburg and Gabarous.

Through tickets for passengers and through bills of lading for freight shall be issued between Halifax *via* the *Margaret* and *Strathlorne*, and the above-mentioned ports in the Bras d'Or Lakes and on the East Coast of Cape Breton.

If, during the early spring and late fall, the steamers *Strathlorne* and *Margaret* have their full complement of freight and are unable to carry the additional freight required to and from the *Arcadia*, the contractors agree to supply an additional steamer between Halifax and St. Peter's, for the purpose of carrying the surplus of the *Arcadia's* freight.

The calls at Main-a-dieu are to be conditional upon the weather permitting. Calls at Glace Bay shall not be made unless, in the opinion of the Minister, it is safe for the steamer *Arcadia* to call at this port.

Government Wharves.—Steamer must call whenever possible.

Subsidy. —\$6,000 per annum, payable in four instalments of \$1,500 each.

Mails.—To be carried free.

DISTANCES

	Miles
Halifax to St. Peter's.....	145
St. Peter's to Grand Narrows.....	20
Grand Narrows to Iona.....	1
Iona to Baddeck.....	10
Baddeck to Pt. Bevis.....	9
Pt. Bevis to Boularderie.....	3
Boularderie to Boularderie Centre.....	5
Boularderie Centre to Big Bras d'Or.....	6
Big Bras d'Or to New Campbellton.....	1
New Campbellton to North Sydney.....	15
North Sydney to Sydney.....	5
Sydney to Glace Bay.....	21
Glace Bay to Port Morien.....	15
Port Morien to Main-a-dieu.....	14
Main-a-dieu to Louisburg.....	16
Louisburg to Gabarous.....	14
Total.....	300



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## DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Arcadia.....	73	16·7	6·4	42	62	70	Nil	30	8	Yarmouth, N.S.	1884	Wood

## TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	No. of Passengers carried	Tons of Freight carried	Live Stock	Bags Mail	Subsidy Paid
						\$ cts.
1914.....	19	6	4,603	Nil	Nil	3,333 33
1915.....	14	Nil	4,290	Nil	Nil	2,666 66
1916.....	15	Nil	3,770	Nil	Nil	5,625 00
1917.....	15	57	4,270	Nil	Nil	5,625 00
1918.....	14	Nil	2,342	Nil	Nil	3,999 94
1919.....	26	181	3,775	Nil	Nil	6,000 00
1920.....	32	280	5,820	Nil	Nil	6,000 00
1921.....	32	274	5,725	Nil	Nil	6,000 00
1922.....	33	In 105 Out 150	2,965 3,115	Nil Nil	Nil Nil	6,000 00
Total.....		255	6,080	Nil	Nil	

In 1918 this service, commencing at Halifax, was performed by the Provincial S.S. Co., and previous to that by the Halifax and Glace Bay S.S. Co.

## HALIFAX AND WEST COAST CAPE BRETON

Contract No. 70.

T. & C. File No. 28282.

*Vote 188.—Halifax and West Coast of Cape Breton, calling at way ports, steam service between—*

1922-23.....	\$6,000
1923-24.....	6,000

*Contractors.*—The Halifax and Inverness S.S. Co., Ltd., of Halifax, N.S.

*Date of Contract.*—May 15, 1922. *Duration of Contract.*—From the opening to the close of navigation in 1922.

*Service.*—Weekly. Twenty-six trips shall constitute a full season's service, although the contractors shall be required to make such additional sailings as weather conditions shall permit.

*Ports of Call.*—Port Mulgrave, Halifax, Port Hawkesbury, Port Hastings, Port Hood, Mabou, Margaree, Grand Etang, Cheticamp, and Eastern Harbour, calling once every two weeks at Havre au Boucher, Cape George and Pleasant Bay, and calling at Inverness, Broadcove Marsh and Margaree Island whenever there is a reasonable quantity of freight or number of passengers to be landed or embarked, weather permitting.



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(b) Calls to be made at Chimney Corner when the wharf is completed, and when there are passengers or freight to be taken on or put off at that place.

(c) One call shall be made during the autumn of the present year at Ballantyne's Cove, N.S.

(d) Through bills of lading shall be issued by the *Strathlorne* from Halifax to all ports in the Bras d'Or Lakes, and on the Eastern Coast of Cape Breton, called at by the *Arcadia* during the present season.

(e) On all trips north the captain of the *Strathlorne* shall advise the agent of the contractors at Margaree from Mulgrave or Mabou the approximate hour of his arrival at Margaree, and on southbound trips he shall similarly advise the agent at Margaree from Grand Etang.

(f) When weather conditions at Margaree are such as to prevent boats or lighters coming out to the steamer, the agent shall hoist a red or white flag within a reasonable time of the steamer's announced arrival, so that the steamer may not be unduly delayed.

(g) On arrival off the port of Margaree the steamer shall anchor and give notice of her presence by whistle or other suitable means. If boats do not come off from the shore within half an hour after anchoring, the steamer shall be at liberty to hoist her anchor and proceed on her voyage.

*Government Wharves.*—Steamer must call whenever possible.

*Subsidy.*—\$6,000 per annum, payable in instalments of \$3,000 on July 1 and on completion of the service.

*Mails.*—To be carried free.

DISTANCES

	Miles
Halifax to Mulgrave .....	150
Mulgrave to Hawkesbury.....	1
Hawkesbury to Hastings.....	3
Hastings to Havre Boucher.....	7
Havre Boucher to Port Hood.....	20
Port Hood to Mabou.....	10
Mabou to Margaree.....	31
Margaree to Grand Etang.....	8
Grand Etang to Eastern Harbour.	9
Eastern Harbour to Pleasant Bay..	15
Total .....	254

DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Strathlorne....	116	20·2	9	81	135	180	40	24	9	Mahone.....	1909	Wood



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## TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	No. of Passengers carried	Tons of Freight carried	Live Stock	Bags Mail	Subsidy Paid
						\$ cts.
1914 .....	27	Nil	4,662	Nil	Nil	3,058 82
1915 .....	27	3	3,782	Nil	Nil	3,000 00
1916 .....	25	Nil	6,079	Nil	Nil	2,941 18
1917 .....	27	108	7,150	Nil	Nil	4,000 00
1918 .....	27	64	4,960	Nil	Nil	4,000 00
1919 .....	27	57	3,125	Nil	Nil	4,000 00
1920 .....	26	470	6,000	Nil	Nil	4,000 00
1921 .....	33	325	5,730	Nil	Nil	6,000 00
1922 .....	26	In 85 Out 110	1,455 2,125	Nil Nil	Nil Nil	6,000 00
Total ..		195	3,580	Nil	Nil	

## MISCOU, SHIPPEGAN AND THE MAINLAND

Contract No. 57.

T. &amp; C. File No. 28295.

Vote 189.—Mainland and Islands of Miscou and Shippegan, steam service between:—

1922-23 .....	\$ 3,300
1923-24 .....	3,300

Contractors:—The Gloucester Navigation Co., Ltd., of Lameque, N.B.

Date of contract:—July 15, 1922.

Duration of contract:—From the opening to the close of navigation in 1922.

Service:—Daily, except Sunday.

Ports of call:—Lameque, Shippegan, Little Lameque Wharf, Miscou Wharf and Little Shippegan.

Subsidy:—\$3,300 for the season of navigation, payable in two instalments, in September, and on the close of navigation.

Mails:—To be carried free.

## DISTANCES

	Miles
Lameque to Shippegan .....	5
Shippegan to Little Lameque .....	7
Little Lameque to Island R. ....	9
Island River to Little Shippegan .....	4
Little Shippegan to Miscou .....	1
	26
Return:—Miscou to Shippegan .....	19
Shippegan to Lameque .....	5
	24



DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	Built			N.H.P.	Speed.
	Length	Breadth	Depth	Net	Gross	Capacity		At	In	Of		
	Ft.	Ft.	Ft.									Knots
En Avant.....	42	12	4½	10	12	6	8	Lameque	1913	Wood	12	7½

This vessel is a gasoline schooner.

TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	No. of Passengers Carried	Tons of Freight Carried	Live Stock	Mails	Subsidy Paid
1922	168	In 228	186	Nil	Nil	\$ 3,399
		Out 202	179	Nil	Nil	
		Total...430	365	Nil	Nil	

MULGRAVE AND CANSO

Contract No. 53.

T. & C. File No. 27980.

Vote 190.—*Mulgrave and Canso, steam service between—*

1922-23.....	\$ 13,500
1923-24.....	13,500

*Contractors.*—Hugh Cann & Son, Ltd., of Yarmouth, N.S.

*Date of Contract.*—March 1, 1922. *Duration of Contract.*—April 1, 1922, to March 31, 1923.

*Service.*—Daily (Sundays excepted).

*Ports of Call.*—Port Mulgrave and Canso, N.S.

*Withdrawal for Repairs.*—The steamer *R. G. Cann* may be withdrawn for repairs for one month in each year. During such withdrawal the service shall be performed by such steamer other than the *Malcolm Cann* or the *Percy Cann* as may be approved by the Minister.

*Wind and Ice.*—In the event of any trip or trips being missed on account of wind, fog, snow or ice upon satisfactory evidence being submitted to the Minister, he may direct that no deduction be made from the subsidy otherwise payable for the trip so missed.

*Government Wharves.*—Steamer must call whenever possible.

*Subsidy.*—\$13,500 per annum, payable in quarterly instalments in July, October, and January, and upon completion of the service.



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(a) One-quarter of the subsidy otherwise payable shall be deducted when the contractors fail to make connections with the Intercolonial Railway at Mulgrave for both eastbound and westbound traffic in summer, and westbound traffic in winter, in sufficient time to permit of the transfer of passengers, mails and express shipments; but such penalty shall not be inflicted when the contractors are able to satisfy the Minister that the connection has been missed owing to wind, fog, snow or ice.

(b) \$500 of the subsidy shall be deducted should the contractors not place on the said route a substitute steamer other than the *Malcolm Cann* or the *Percy Cann* when the *Robert G. Cann* is taken off the said route for repairs as hereinbefore stipulated.

Mails.—To be carried free.

Distance.—Canso to Mulgrave, 24 miles.

DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Robert G. Cann	119	24.6	9.4	111	265	Not stated	100	42	11	Shelburne, N.S.	1911	Wood

TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	No. of Passengers carried	Tons of Freight carried	Live Stock	Bags Mail	Subsidy Paid
						\$ cts.
1914.....	296½	3,795	3,356	13	3,724	6,500 00
1915.....	307	5,303	3,963	12	4,036	6,500 00
1916.....	305	4,897	4,295	Nil	2,852	6,500 00
1917.....	306	4,580	6,873	609	2,407	6,500 00
1918.....	295	4,251	5,232	Nil	3,777	6,500 00
1919.....	294	4,820	4,266	Nil	Nil	8,750 00
1920.....	293½	4,438	3,847	Nil	4,957	10,786 85
1921.....	298	3,550	2,920	Nil	5,528	12,870 06
1922.....	301	In 1,826 Out 1,830	1,360 1,386	Nil Nil	6,183	13,500 00
Totals....		3,656	2,746	Nil		

MULGRAVE AND GUYSBOROUGH

Contract No. 54.

T. & C. File No. 28196.

Vote 191.—Mulgrave and Guysborough, calling at intermediate ports, steam service between—

1922-23.....	\$9,500
1923-24.....	9,500



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*Contractors.*—The Elaine Steamship Co., Ltd., Halifax, N.S.

*Date of Contract.* May 12, 1922. *Duration of Contract.*—April 1, 1922, to March 31, 1923.

*Service.*—Daily (except Sundays).

*Ports of Call.*—Port Mulgrave and Guysborough, calling at Queensport every trip in each direction. Trips to Boylston shall be made three times each week, during the season of open navigation.

*Repairs.* The steamer may be withdrawn one month during each year for repairs, etc. During such withdrawal the service shall be performed by such steamer as may be approved by the Minister.

*Wind, Fog, Snow or Ice.*—If any trip be missed on account of wind, fog, snow or ice, no deductions may be made from the subsidy otherwise payable for the trip so missed.

*Subsidy.*—\$9,500 per annum, payable quarterly, in July, October, January and April.

(a) One-quarter of the subsidy otherwise payable shall be deducted when the contractors fail to make connections with the Intercolonial Railway at Mulgrave for both eastbound and westbound traffic in the summer season and westbound traffic in the winter season in sufficient time to permit of the transfer of passengers, mails and express shipments, unless the connection has been missed owing to wind, fog, snow or ice.

*Mails.*—To be carried free.

DISTANCES

	Miles
Guysborough to Mulgrave (via Queensport).....	29½
Mulgrave to Guysborough (direct).....	25
Guysborough to Boylston.....	5

DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.									
Westport III..	101	21	9	49	140	70	35	24	10	Shelburne.....	1903	Wood

TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	No. of Passengers carried	Tons of Freight carried	Live Stock	Bags Mail	Subsidy Paid
						\$ cts.
1914 ..	297½	3,812	1,815	Nil	3,052	5,500 00
1915.....	308	4,037	1,679	Nil	3,440	5,500 00
1916.....	264	3,670	1,600	Nil	2,722	5,041 66
1917 .....	294	3,504	2,803	Nil	2,248	5,500 00
1919.....	252	2,584	1,953	1	2,622	6,219 62
1920 .....	225	1,748	1,606	2	719	5,507 29
1921.....	283	1,683	753	Nil	1,821	6,942 40
1922.....	278	In 492 Out 570	472 380	2 2	1,783 73	8,407 75
Total....		1,062	852	4	1,856	



## SESSIONAL PAPER No. 7

NEWCASTLE, NEGUAC AND ESCUMINAC, MIRAMICHI RIVER AND  
MIRAMICHI BAY

Contract No. 49.

T. &amp; C. File No. 28167.

*Vote 192.*—Newcastle, Neguac and Escuminac, calling at all intermediate points on the Miramichi River and Miramichi Bay, steam service between—

1922-23.....	\$5,000
1923-24.....	5,000

• *Contractors.*—The Miramichi River Service, Ltd., of Chatham, N.B.

*Date of Contract.*—May 9, 1922. *Duration of Contract.*—From the opening to the close of navigation in 1922.

*Service and Ports of Call.* On Mondays, Wednesdays and Fridays: From Newcastle, to and calling both ways at Chatham, Lower Newcastle, Loggieville, Oak Point, Church Point, and Neguac.

On Tuesdays, Thursdays and Saturdays: From Newcastle, to and calling both ways at Chatham, Loggieville, Oak Point, Baie du Vin, and Hardwicke; calling on Tuesdays and Thursdays at Escuminac.

Calls at Escuminac are to be made during favourable weather in the salmon-fishing season. When, owing to unfavourable weather, the steamer does not call at Escuminac, calls shall be made at Hardwick. Calls shall be made at Lower Newcastle when there are passengers or freight to be taken on or put off at that place.

*Government Wharves.*—Steamer must call whenever possible.

*Subsidy.*—\$5,000 payable in two equal instalments, on September 1 and on the completion of the contract.

*Mails.*—To be carried free.

## DISTANCES

	Miles
Newcastle to Chatham.....	5
Chatham to Loggieville.....	5
Loggieville to Oak Point.....	7
Oak Point to Burnt Church.....	9
Burnt Church to Bay du Vin.....	10
Bay du Vin to Escuminac.....	13
Escuminac to Neguac.....	17
Total.....	66

## DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Alexandra. ...	97	24.5	9	136	200	50	400	38	10	Chatham.....	1902	Wood



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## TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	No. of Passengers carried	Tons of Freight carried	Live Stock	Mail Bags	Subsidy Paid
						\$ cts.
1914	160	7,756	1,921	32	510	2,262 00
1915.....	186	7,762	2,404	37	594	2,500 00
1916	180	8,478	2,414	44	560	2,500 00
1917	172	7,848	2,275	36	544	2,500 00
1918.....	177	7,070	2,426	40	560	2,500 00
1919.....	165	8,278	2,558	24	508	3,000 00
1920	153	No statistics available				3,000 00
1921.....	158	3,548	2,102	Nil	632	3,938 77
1922	184	In 2,020 Out 2,030	742 743	Nil Nil	368 368	5 000 00
Total...		4,059	1,485	Nil	736	

## PELEE ISLAND AND THE MAINLAND

Contract No. 52.

T. &amp; C. File 27976.

*Vote 193.—Pelee Island and the Mainland, steam service between—*

1922-23.....	\$11,000
1923-24.....	11,000

*Contractors.*—The Windsor and Pelee Island Steamship Co., Ltd., Pelee Island, Ont.

*Date of Contract.*—April 13, 1922. *Duration of Contract.*—From the opening of navigation in 1922 to March 31, 1923.

*Service and Ports of Call.*—Six round trips each week, weather permitting, during the months of April, May, June, September and October, and five round trips each week during July, August and November, and until the close of navigation, weather permitting, between Pelee Island and the mainland, calling on each trip at Kingsville and Leamington, Ont.

*Tariff Rates.*—Passenger rate for the trip between Pelee Island and Kingsville or Leamington or vice versa, \$1; and for the trip between Pelee Island and Windsor or vice versa, \$1.50.

Freight rates are to be same as those contained in a schedule attached to the contract.

*Government Wharves.*—Steamer must call whenever possible.

*Subsidy.*—\$11,000, payable in equal instalments on the last days of June, September, December and March.

*Mails.*—Are to be carried during open navigation between the post offices of Pelee Island, Pelee Island South and Scudder, and such post offices on the mainland as may be designated by the Postmaster General.



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## DISTANCES

	Miles
Kingsville to Leamington.....	8
Leamington to Pelee Island.....	16
Pelee Island to Windsor.....	53
Total.....	77

## DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Pelee...	145	24	13	242	537		389	58	13	Collingwood....	1914	Steel

## TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	Passengers		Freight	Lumber	Live Stock	Mails		Subsidy Paid
		No.	Tons				Bags	Sacks	
									\$
1914 .....	187	3,672	3,469	169,000	571	562	455	7,000	
1915.....	241	3,825	3,580	174,000	1,019	765	726	8,000	
1916.....	236	3,987	2,700	98,000	1,065	732	644	8,000	
1917.....	231	3,761	2,696	89,000	1,101	872	583	8,000	
1918.....	205	4,546	1,867	167,000	561	560	676	8,000	
1919.....	218	5,662	2,757	154,000	913	662	972	8,000	
1920.....	211	5,940	2,404	166,000	1,305	781	803	8,000	
1921.....	217	5,586	1,878	63,000	444	700	740	8,000	
1922.....	217	In	2,995	787	61,000	13	452	1,149	
		Out	2,989	1,078	Nil	826	459	38	10,250
Total...			5,984	1,865	61,000	839	911	1,187	



SCHEDULE OF FREIGHT RATES

	Kingsville and Leamington	Windsor
	\$ cts.	\$ cts.
Grain and potatoes, per cwt, car lots	0 10	0 12
Grain and potatoes, less than carload	0 12	0 15
Fruit in baskets, per cwt.....	0 30	0 30
Wine, per bbl.	0 75	0 75
Oil, per barrel.....	0 85	0 85
Salt and flour, per bbl.....	0 35	0 35
Minimum charge on one parcel	0 25	0 25
Any one animal, horse or cattle, up to five, each	2 50	2 50
Any additional animal over five.....	2 25	2 25
Hogs and sheep up to ten, each.....	0 75	0 75
Hogs and sheep over ten, each.....	0 65	0 65
Groceries and hardware, per cwt.	0 25	0 25
Lumber, per M ft. up to 5 M ft.....	3 50	3 50
Over 5 M ft.....	3 00	3 00
Shingles, per M.....	0 40	0 40
Laths, per M.....	0 50	0 50
Gristing, per bag, return.....	0 20	0 20
Tobacco, per cwt.....	0 40	0 40
Buggies, set up, each.....	1 75	1 75
Buggies, crated, each	2 50	2 50
Coal, per ton.....	2 00	2 00
Coal, per ton, in carload lots.....	1 50	1 50
Farm machinery, per cwt.....	0 45	0 45
Flour, per barrel.....	0 40	0 40
Lubricating oils, per barrel.....	0 85	0 85
Linseed oils, per barrel.....	0 85	0 85
Turpentine, per barrel	0 75	0 75
3 inch tile, per 100.....	0 60	0 60
4     "     "     ".....	0 80	0 80
5     "     "     ".....	1 00	1 00
6     "     "     ".....	1 20	1 20
8     "     "     ".....	1 60	1 60
10    "     "     ".....	2 00	2 00
12    "     "     ".....	2 40	2 40
Fish, per cwt.....	0 35	0 35
Automobiles, one way, including driver.....	3 00	3 00
Automobiles, return, including driver.....	5 00	5 00
Brick, per M	6 00	6 00
Lime, per barrel.....	0 50	0 50
Cement, per barrel	0 55	0 55
Cement, carloads.....	0 50	0 50
Beer, per case.....	0 35	0 35
Pop, per case.....	0 25	0 25
Eggs, per crate.....	0 25	0 25
Hay and straw, per ton.....	2 50	2 50
Wool, per cwt.....	0 40	0 40
Hides, per cwt.	0 45	0 45
Fence posts, each.....	0 05	0 05
Wagon, empty.....	2 50	2 50
Stone, per ton.....	1 50	1 50
Hardwall plaster, per cwt.....	0 25	0 25
Scrap iron, per cwt.....	0 25	0 25
Cauliflower, per cwt.....	0 14	0 14
Pianos, each.....	5 00	5 00
Organs, each.....	3 00	3 00
Onions, in carloads.....	0 10	0 12
Onions, less than carloads.....	0 12	0 15
Poultry, in crates, per cwt.....	0 75	0 75
Poultry, not crated, per cwt.....	1 00	1 00

PASSENGER FARES

Between Pelee Island and Leamington and Kingsville—Single.....\$ 1 00



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## MULGRAVE, ARICHAT AND PETIT DE GRAT

Contract No. 20.

T. &amp; C. File No. 28168.

*Vote 194.—Mulgrave, Arichat and Petit de Grat, steam service between—*

1922-23.....	\$10,000
1923-24.....	10,000

*Contractor.*—The Arichat Steamship Co., Ltd., of Sydney, N.S.*Date of Contract.*—April 11, 1922. *Duration of Contract.*—April 1, 1922, to March 31, 1923.*Service and Ports of Call.*—One full trip each way (Sundays excepted) daily between Petit de Grat and Mulgrave, calling on all trips both going and coming at Arichat and West Arichat.*Wind and Ice.*—In the event of any trip or trips being missed on account of wind or drifting ice, no deduction may be made from the subsidy otherwise payable for the trips so missed.*Government Wharves.*—Steamer must call whenever possible.*Subsidy.*—\$10,000, payable quarterly in July, October, January and April.*Repairs.*—The steamer may be laid off during such period as may be approved of by the Minister for repairs, inspection, cleaning, painting, etc. While the *Arichat* is laid off, the contractors shall perform a daily service with a substitute vessel.*Mails.*—To be carried free.

## DISTANCES

	Miles
Petit de Grat to Arichat.....	8
Arichat to West Arichat.....	7
West Arichat to Mulgrave.....	18
Total.....	33

## DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Arichat.....	84.9	19.3	10.3	54	144	120	100	24	9½	Montreal.....	1917	Wood



TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	No. of Passengers Carried	Tons of Freight Carried	Live Stock	Mail Sacks	Subsidy Paid	
						\$	cts.
1914	276½	2,569	835	Nil	3,354	6,750	00
1915	275½	2,140	832	Nil	2,944	7,000	00
1916	241	2,392	1,009	Nil	2,485	6,125	00
1917	217½	1,545	1,106	Nil	2,235	5,512	43
1918.....	265	1,969	1,541	Nil	3,075	7,000	00
1919.....	242½	2,108	2,051	2	3,503	6,107	58
1920.....	166	2,386	875	7	2,612	7,562	50
1921.....	200	1,224	969	100	Nil	9,666	67
1922	269	In 1,069 Out 740	625 296	Nil Nil	Nil Nil	9,968	35
		1,809	921	Nil	Nil		

PICTOU AND MONTAGUE

Contract No. 19.

T. & C. File No. 24082.

Vote 195. —*Pictou and Montague, calling at Murray Harbour and Georgetown, steam service between—*

1922-23.....	\$6,000
1923-24.....	6,000

Contractor.—La Have Steamship Co., Ltd., of West La Have, N.S.

Date of Contract.—August 12, 1922. Duration of Contract.—From the opening to the close of navigation in 1922.

Service and Ports of Call.—Three round trips each week, sailing from Montague, calling at Georgetown and Beach Point, P.E.I., and Pictou, N.S., returning to Beach Point, Georgetown and Montague, and making two calls each week at Cardigan, Newport and Murray Harbour North. Any changes in the itinerary may be made by the contractors subject to the approval of the Minister.

Subsidy.—\$6,000 for the season, payable in three instalments.

Mails.—To be carried free.

Government Wharves.—Steamer must call whenever possible.

DISTANCES

	Miles
Pictou to Montague.....	47
Montague to Cardigan.....	22
Montague to Murray Harbour.....	20
Murray Harbour North to Pictou.....	38
Georgetown to Pictou.....	40
Montague to Lower Montague.....	4
Lower Montague to Georgetown.....	2
Cardigan to Newport.....	4



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DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.									
Tussle	83.2	20.5	9.8	67	151	100	25	28	10	Lunenburg, N.S.	1915	Wood

TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	No. of Passengers Carried	Tons of Freight Carried	No. of Live Stock Carried	Bags Mails	Subsidy Paid
						\$ cts.
1914.....	97	1,885	5,126	423	417	6,000 00
1915.....	96	1,926	4,892	230	393	6,000 00
1916 ..	85	1,455	5,468	88	124	5,684 21
1917 ..	84	1,562	5,956	72	15	6,000 00
1918 ..	43	1,497	1,040	62	Nil	3,580 00
1919 ..	61	1,544	1,890	107	Nil	6,000 00
1920 ..	68	2,153	1,191	41	Nil	6,000 00
1921 ..	50	897	517	-	Nil	6,000 00
1922 ..	28	In 98 Out 111	203 13	23	Nil	3,360 00
Total		209	216	23	Nil	

PICTOU, MULGRAVE AND CHETICAMP

Contract No. 16.

T. & C. File No. 28161.

Vote 196.—*Pictou, Mulgrave and Cheticamp, steam service between—*

1922-23.....	\$11,000
1923-24.....	11,000

Contractor.—The North Bay Steamship Co., Ltd., of Port Hood, N.S.

Date of Contract.—May 1, 1922. Duration of Contract.—From the opening to the close of navigation, 1922.

Service and Ports of Call. (a) 12 round trips during the season between Pictou and Mulgrave, calling both ways (where there are passengers or freight offering) at Arisaig, Georgeville, Cape George, Morristown, Malignant Cove, Livingstone Cove, Ballantyne Cove, and Cribbin's Point.

(b) Three round trips each week from May 15th to November 15th, both dates inclusive, and two round trips each week during the remainder of the season, between Mulgrave and Cheticamp, calling both ways at Port Hastings, Port Hawkesbury, Port Hood, Port Hood Island, Margaree Harbour, Grand Etang, and Eastern Harbour, making 50 round trips during the season; and



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calling once each week at Pleasant Bay, and whenever passengers or freight are offered and whenever required by the Minister, at Chimney Corner, Henry Island, Mabou Mouth, Inverness, Red Cape, and Port Bain, as well as at such other port or ports, place or places *en route* as the minister may direct.

(c) If so required by the minister eight round trips during the season between Souris and Mulgrave may be substituted for eight round trips between Pictou and Mulgrave aforesaid, calling both ways at Arisaig, Georgeville, Cape George, Morristown, Malignant Cove, Livingstone Cove, Ballantyne Cove, and Cribbin's Point, of which one trip shall be made in June, two in July, two in August, one in September and two in October.

Regular semi-weekly connections are to be maintained with the Canadian National Railways at Mulgrave, and the Plant Line steamers at Hawkesbury.

*Subsidy.*—\$11,000, payable in equal instalments on the first days of July and October and on the completion of the service.

*Mails.*—To be carried free.

*Government Wharves.*—Steamer must call whenever possible.

DISTANCES

	Miles
Souris to Arisaig .....	88
Pictou to Arisaig .....	24
Arisaig to Malignant Cove.....	5
Malignant Cove to Georgeville .....	5
Georgeville to Livingstone.....	4
Livingstone to Ballantyne.....	16
Ballantyne to Morristown.....	10
Morristown to Mulgrave.....	27
Mulgrave to Hawkesbury.....	2
Hawkesbury to Hastings.....	3
Hastings to Port Hood.....	27
Port Hood to Mabou Mouth....	8
Mabou Mouth to Port Bain....	15
Port Bain to Inverness.....	5
Inverness to Red Cape.....	5
Red Cape to Margaree.....	11
Margaree to Grand Etang.....	10
Grand Etang to Cheticamp....	10
Cheticamp to Pleasant Bay....	19
Total .....	206

DESCRIPTION OF VESSEL EMPLOYED

Name	Dimension			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.									
Kinburn	114	23.5	10.5	79	168		40	28	10	Mahone Bay, N.S.	1910	Wood



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## TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	Number of Passengers Carried	Tons of Freight Carried		No. of Live Stock	Bags Mail	Subsidy Paid
			Weight	Measure-ment			
							\$ cts.
1914	64	550	535	Nil	Nil	Nil	5,942 70
1915	67	315	1,145	Nil	Nil	Nil	5,566 26
1916	66	633	1,311	Nil	Nil	Nil	8,106 39
1917	66	343	922	545	Nil	Nil	7,500 00
1918.....	62	493	3,125	Nil	Nil	Nil	7,500 00
1919.....	65	824	9,000	Nil	Nil	Nil	7,500 00
1920	65	454	2,445	Nil	Nil	Nil	7,500 00
1921.....	63	333	2,237	Nil	Nil	Nil	7,500 00
1922.....	76½	In 410 Out 358	1,348 1,264	Nil Nil	Nil Nil	Nil Nil	11,000 00
Total		768	2,612	Nil	Nil	Nil	

## PICTOU, NEW GLASGOW AND ANTIGONISH COUNTY PORTS

Contract No. 75.

T. &amp; C. File No. 28037.

*Vote 197.—Pictou, New Glasgow and Antigonish County Ports, schooner service between—*

1922-23.....	\$1,500
1923-24.....	1,500

*Contractor.*—James Wilson Smith, of Pictou, N.S.

*Date of Contract.*—April 3, 1922. *Duration of Contract.*—From the opening to the close of navigation (November 1), 1922.

*Service and Ports of Call.*—One round trip each week from Pictou, calling at New Glasgow, Lismore, McAra's Brook, Arisaig, Malignant Cove, Georgeville, Livingstone Cove, Ballantyne Cove, Morristown Wharf, Bayfield, Tracadie and Havre au Boucher. The call at Tracadie is contingent upon there being sufficient depth of water at the wharf there.

*Government Wharves.*—Steamer must call whenever possible.

*Subsidy.*—\$1,500, of which \$750 is payable on August 1, and the balance upon the completion of the service.

*Mails.*—To be carried free.

## DISTANCES

	Miles
New Glasgow to Pictou .....	9
Pictou to Lismore .....	17
Lismore to McAra's Brook.....	3
McAra's Brook to Arisaig.....	3
Arisaig to Malignant Cove.....	4
Malignant Cove to Georgeville.....	4
Georgeville to Livingstone Cove.....	4
Livingstone Cove to Ballantyne Cove	6
Ballantyne Cove to Morristown.....	7
Total .....	57



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DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Ryse	47.3	12.8	6	20	20	28	Nil	30	8	Shippegan, Re-built, Souris.	1889 1914	Wood

This vessel is a schooner, fitted with an auxiliary gasolene engine.

TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	Number of Passengers Carried	Tons of Freight Carried	Live Stock	Mails	Subsidy Paid
						\$ cts.
1914	24	Nil	540	Nil	Nil	1,000 00
1915	26	Nil	660	Nil	Nil	1,000 00
1916.....	26	Nil	253	Nil	Nil	1,000 00
1917	26	Nil	565	Nil	Nil	1,000 00
1918.....	No service was performed					
1919	20	Nil	240	Nil	Nil	1,500 00
1920.....	28	Nil	440	Nil	Nil	1,500 00
1921	27	Nil	530	Nil	Nil	1,396 55
1922.....	26	In Nil Out Nil	50 450	Nil Nil	Nil Nil	1,500 00
Total		Nil	500	Nil	Nil	

PORT MULGRAVE, ST. PETER'S, IRISH COVE AND MARBLE MOUNTAIN

Contract No. 26.

T. & C. File No. 28092.

Vote 198. Port Mulgrave, St. Peter's, Irish Cove and Marble Mountain, and other ports on the Bras d'Or Lakes, steam service between—

1921-22.....	\$8,000
1922-23.....	8,000

Contractors. The Richmond Steamship Company, of Sydney, N.S.

Date of Contract.—May 29, 1922. Duration of Contract. —From the opening to the close of navigation, 1922.

Service and Ports of Call. —Two full round trips each week between Port Mulgrave, Poulamond, Grandique, River Bourgeois, St. Peter's, Johnston's Harbour, Irish Cove and Grand Narrows; and four full round trips each week between Grand Narrows and Marble Mountain, two of which each week are to extend to West Bay. Provided that calls at West Bay shall not be required unless or until a wharf is provided at that point.

Government Wharves.—Steamers must call whenever possible.

Subsidy. —\$8,000 per annum, payable in July, October, December and at the close of the service.

Mails.—To be carried free.



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## DISTANCES

	Miles
Grand Narrows to Marble Mountain.....	18
" West Bay.....	31
" Irish Cove.....	11
" Johnston's Harbour.....	19
" St. Peter's.....	31
" Grandique.....	44
" Mulgrave.....	65

## DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Richmond	112.5	18	8.25	105	162	75	100	21	9	Sydney	1905	Wood

## TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	No. of Passengers carried	Tons of Freight carried	Live Stock carried	Mails	Subsidy paid
						\$ cts.
1914	197	1,250	475	10	Nil	6,500 00
1915.....	208½	1,360	467	15	Nil	6,500 00
1916.....	233	1,390	483	23	Nil	6,500 00
1917.....	214	1,680	585	18	Nil	6,500 00
1918	212	1,580	700	35	Nil	8,500 00
1919	172	970	450	6	Nil	5,979 96
1920	183	1,220	710	12	Nil	6,207 64
1921.....	191	610	334	9	Nil	6,500 00
1922		In 480	267	8	Nil	
	182	Out 325	249	6	Nil	8,000 00
Total		805	507	14	Nil	

## PICTOU, SOURIS AND THE MAGDALEN ISLANDS

Contract No. 12.

T. &amp; C. File 26863.

Vote 199. — *Pictou, Souris and the Magdalen Islands, steam service between—*

1922-23.....	\$24,000
1923-24.....	24,000

*Contractor.*—Wm. C. Leslie (Magdalen Transports, Ltd.).

*Date of Contract.*—March 8, 1921. *Duration of Contract.*—From the opening of navigation, 1921, to the close of navigation, 1925. This contract has been cancelled.

*Service and Ports of Call.*—A regular semi-weekly service between Pictou, Souris and the Magdalen Islands, as follows:—

(a) First trip each week: From Pictou, calling at Souris, Etang du Nord, Amherst, Grindstone and Pointe Basse, returning to Grindstone, Amherst, Souris and Pictou.



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(b) Second trip each week: From Pictou, calling at Souris, Amherst, Grindstone, Pointe Basse and Grand Entry, returning to Pointe Basse, Grindstone, Amherst, Souris and Pictou.

(c) Four trips each year are to be made, in place of four of the regular semi-weekly trips aforesaid, from Pictou to Souris, West Point (to land Amherst mails), Etang du Nord, Bryan Island, Pointe Basse, Grindstone, Amherst, Souris and Pictou.

Subsidy.—\$24,000 per annum, payable as follows: On July 1 and October 1 in each year, \$8,000; and on the close of navigation in each year, \$8,000.

Mails.—To be carried free.

DISTANCES

	Miles
Pictou to Souris.....	50
Souris to Etang du Nord.....	76
Etang du Nord to Amherst....	33
Amherst to Grindstone.....	9
Grindstone to Pointe Basse.....	4
Pointe Basse to Grand Entry....	15
Total .....	187
Etang du Nord to Bryan Island...	50

DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.									
R. W. Hendry	139	28	11	352	439	500	16 and 24	49	10	Gilbert's Cove, N.S.	1921	Wood

TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	No. of Passengers carried	Tons of Freight carried	Live Stock	Mails		Subsidy Paid
					Lock Bags	Tied Sacks	
1914.....	61	1,380	4,802	811	2,788	921	\$ cts. 18,000 00
1915.....	60	633	8,462	174	2,505	1,297	17,769 23
1916.....	52	1,714	6,591	26	2,267	1,239	14,000 00
1917.....	54	1,913	8,860	69	2,966	505	17,769 23
1918.....	43	1,379	4,932	130	3,083	1,393	18,000 00
1919.....	53	1,651	9,500	119	2,497	1,469	18,000 00
1920.....	54½	1,952	5,980	169	2,544	1,066	16,934 45
1921.....	65	1,328	5,925	Nil	3,341	1,056	24,000 00
1922.....	59	In 665 Out 648	1,541 4,839	1 7	1,510 1,217	12 1,344	24,000 00
Total....		1,313	6,380	8	2,727	1,356	



SESSIONAL PAPER No. 7

## QUEBEC, NATASHQUAN AND HARRINGTON

*Vote 200.*—Quebec, Natashquan and Harrington and other points on the North Shore of the Gulf of St. Lawrence, steam service between—

1922-23.....	\$85,000
1923-24.....	85,000

T. & C. File 28077.

Contract No. 35.

*Contractors.*—The Clarke Steamship Co., Ltd., Quebec, P.Q.

*Date of contract.*—April 7, 1922. *Duration of contract.*—From the opening of navigation in 1922 to the close of navigation in 1931.

*Service and ports of call.*—One round trip each week, during the season of navigation, from Quebec to Natashquan, calling each way at Godbout, Franquelin River, Trinity Bay, Egg Island, Pentecost, Clarke City, Seven Islands, Riviere aux Graines, Sheldrake, Thunder River, Magpie, St. John River, Longue Pointe, Mingan, Esquimaux Point, Piastre Bay and Natashquan, extending every alternate trip, (that is to say, each trip by the smaller steamer) to Harrington and Bras d'Or Bay, calling at way ports, and calling one way at a port to be named by the Minister, in the Island of Anticosti, on such trips as are not extended to Harrington and Bras d'Or Bay.

(a) Provided that calls shall be made at Les Escoumains, in either direction, whenever there is a reasonable number of passengers or quantity of freight offering to or from that port, that is, when there is at least \$150 worth of business per call for the steamer.

(b) At the direction of the Minister, the contractors may be permitted to omit from time to time such calls at the above ports as may be deemed advisable, or to call alternately or otherwise at such ports as may be required by the Minister, having in view the public interest, and the efficient despatch of passengers and freight.

*Delays.*—In order that undue delay to the vessels performing the various services herein mentioned may be avoided, it is agreed that when any such vessel arrives within a reasonable distance off any of the aforesaid ports and anchors, and if no boats come out to load or unload freight within thirty minutes from the time of anchoring, such vessel shall be at liberty, at the Captain's discretion, to heave up her anchor and proceed on her voyage without further delay. Due notice of arrival must be given by steam whistle or other suitable means at the time of anchoring. In case any port is passed by, as provided for by this clause, such action must be reported to the Minister at the time the claim for subsidy for the trip in question is made.

*Subsidy.*—\$85,000 per annum, payable in equal instalments of \$21,250, or such proportion thereof as may have been earned, on June 1, August 1, October 1, and on the close of navigation in each year.

*Mails.*—To be carried free.



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DISTANCES

	Miles
Quebec to Franklin.....	192
Franklin to Godbout.....	17
Godbout to Trinity Bay.....	17½
Trinity Bay to Egg Island.....	16
Egg Island to Pentecost.....	9½
Pentecost to Shelter Bay.....	19
Shelter Bay to Clarke City.....	25½
Clarke City to Seven Islands.....	4
Seven Islands to Riviere aux Graines.....	50
Riv. Graines to Sheldrake.....	13
Sheldrake to Thunder River.....	6
Thunder River to Magpie.....	14
Magpie to St. John River.....	6
St. John River to Anticosti.....	39
Anticosti to Long Point.....	41
Long Point to Mingan.....	6
Mingan to Esquimaux Point.....	18
Esquimaux Point to Piastre Bay.....	26
Piastre Bay to Natashquan.....	36
Natashquan to Harrington.....	115
Harrington to Mutton Bay.....	39
Mutton Bay to St. Augustin.....	35
St. Augustin to Old Fort Bay.....	24½
Old Fort Bay to Bonne Esperance.....	8
Bonne Esperance to Bradore Bay.....	22
Total.....	809½

DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.							Knots		
North Shore..	206	28½	13	480	811	500	50 and 50	122	11½	Newcastle	1896	Steel
Labrador.....	125	23.9	13.6	174	316	200	32	61	9½	Lanzon.....	1918	Steel

TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	No. of Passengers carried	Tons of Freight carried	Live Stock	Mails		Subsidy Paid
					Lock Bags	Tied Sacks	
1914.....	28½	2,285	9,339	Nil	1,946	Nil	\$ cts. 25,983 35
1915.....	32	3,081	4,669	Nil	2,737	Nil	28,000 00
1916.....	32	4,013	3,383	Nil	2,247	Nil	28,000 00
1917.....	14	1,114	1,711	Nil	2,146	Nil	23,666 60
1918.....	25	773	3,836	47	3,622	49	28,000 00
1919.....	30	1,215	3,527	67	4,123	35	30,000 00
1920.....	28	1,959	3,657	71	4,148	Nil	30,000 00
1921.....	22	2,281	2,948	143	1,128	3,494	50,000 00
1922.....	33	In 1,154 Out 1,344	1,217 3,228	28 160	752 857	199 4,366	85,000 00
Total....		2,498	4,445	188	1,609	4,565	



SESSIONAL PAPER No. 7

## QUEBEC, MONTREAL AND GASPE

*Vote 201. —Quebec or Montreal and Gaspé, and ports on the South Shore of the Gulf of St. Lawrence, steam service between—*

1922-23 .....	\$30,000
1923-24 .....	30,000

Contract No. 81.

File No. 28078.

*Contractors.*—The Clarke Steamship Co., Ltd., of Quebec, Que.

*Date of Contract.*—October 5, 1922. *Duration of Contract.*—From August 1, 1922, to the close of navigation in 1931.

*Service and ports of call.*—A regular fortnightly service during the season of navigation in each year from Quebec (or Montreal, at the contractors' option,) to Gaspé, calling each way at—

Matane, Cap Chat, Ste. Anne des Monts, Mont Louis, Grande Vallée, Chlorydormes, St. Joachim, Petit Cap, Little Fox River, Fox River, Griffin Cove, Anse à Louise, Grand Greve and Douglastown, and calling once on each round voyage either on up or down trip, at Meehins, Marsouins, Martin River, Claude River, St. Antoine, Magdalen, Petite Vallée, Pointe Frégate, St. Yvon (Pointe Sèche), Grand Etang, Anse à Valeau and Pointe Jaune; provided that until the close of navigation in 1922, the said fortnightly service shall be continued between Gaspé Basin and Paspébiac, calling each way at Malbaie, Perce, Cape Cove, Grand River, Chandler, Newport and Port Daniel. On and after the opening of navigation in 1923, the Eastern terminus of the subsidized service shall be Gaspé; provided that the subsidized steamer shall have the right to proceed to other ports if conditions warrant.

*Subsidy.*—\$30,000 per annum, payable in instalments on June 1, August 1, October 1, and on the close of navigation in each year.

*Mails.*—To be carried free.

## DISTANCES

	Miles
Montreal to Quebec ..	139
Quebec to Meehins ..	222
Meehins to Cap Chat.....	13
Cap Chat to Ste. Anne des Monts...	9
Ste. Anne des Monts to Martin River ..	15
Martin River to Claude River.....	11
Claude River to Mont Louis.....	6½
Mont Louis to St. Antoine.....	7½
St. Antoine to Lit. Madeleine.....	5
Lit. Madeleine to Cap Madeleine.....	4
Cap Madeleine to Grand Valley.....	6½
Grand Valley to Pte. Vallée.....	3½
Pte. Vallée to Pte. Frégate.....	4
Pte. Frégate to Chlorydormes.....	5½
Chlorydormes to Pte. Sèche.....	2½
Pte. Sèche to Grand Etang.....	3
Grand Etang to Anse à Valeau.....	6½
Anse à Valeau to Pte. Jaune.....	3
Pte. Jaune to Little Fox River.....	3
Little Fox River to Fox River.....	3



DISTANCES *Continued.*

	Miles
Fox River to Griffin Cove	5½
Griffin Cove to L'Anse à Louise	4
L'Anse à Louise to Cap Rosier..	2
Cap Rosier to Grant Grève	11
Grand Grève to Douglastown...	5
Douglastown to Gaspé Basin...	8½
Gaspé Basin to Mal Bay.....	28
Mal Bay to Percé.....	6
Percé to Cape Cove.....	8
Cape Cove to Grande Rivière...	9
Grande Rivière to Chandler....	5
Chandler to Newport.....	7
Newport to Port Daniel.....	11
Port Daniel to Paspebiac.....	19
Total	591½

DESCRIPTION OF VESSELS EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed, knots	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Gaspesia .....	214.6	32.1	13.7	520	1,014	1,200	50 and 50	184	12½	Rostock.....	1909	Steel

TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	No. of Passengers Carried	Tons of Freight Carried	Live Stock	Mail	Subsidy Paid
						\$ cts.
1914 .....	15	1,523	3,275	Nil	Nil	8,500 00
1915 .....	15	1,233	3,562	Nil	Nil	8,500 00
1916.....	31	1,224	3,921	Nil	Nil	8,500 00
1917.....	9	373	641	Nil	Nil	5,100 00
1918.....	13	166	1,646	Nil	Nil	8,500 00
1919.....	14	210	3,108	Nil	Nil	14,000 00
1920.....	*10	839	3,459	Nil	Nil	20,000 00
1921.....	25½	483	3,930	Nil	Nil	30,000 00
1922 <i>Brumath</i> .....	4	In 63 Out 144	32 1,210	1 5	Nil Nil	7,500 00
Total.....		207	1,242	6	Nil	
<i>Gaspesia</i> .....	13	In 717 Out 573	1,306 3,166	6 4	Nil Nil	22,500 00
Total.....		1,290	4,472	10	Nil	

The *Brumath*, a wooden steamer of 1,140 gross tons, operated by La Cie. Gaspé Cotier, of Quebec, divided this service with the *Gaspesia* during 1922, up to August 1, when the *Brumath* was destroyed by fire, and the *Gaspesia* carried on the full service for the remainder of the season, and will continue it until the close of navigation in 1931.



ST. CATHERINE'S BAY AND TADOUSSAC.

Contract No. 24.  
T. & C. File No. 28165.

Vote 202.—*St. Catherine's Bay and Tadoussac, winter steam service between:—*  
1922-23..... \$2,000  
1923-24..... 2,000

Contractor:—E. O. Boulianne, of Tadoussac, P.Q.

Date of contract:—October 11, 1922. Duration of contract:—November 15, 1922 to May 15, 1923.

Service:—Two round trips each day (except Sundays)

Ports of call:—St. Catherine's Bay and Tadoussac.

Subsidy:—\$2,000 for the winter season, payable in November, January, March and May.

Mails:—To be carried free.

Distance:—St. Catherine's Bay to Tadoussac.....2 miles.

DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions		Tonnage			Passenger Accommodation	Speed miles	Built		
	Length	Breadth	Net	Gross	Capacity			At	In	Of
	Ft	Ft								
St. Paul.....	35	12	6	10	6	20	8		1915	Wood

TRAFFIC RETURNS

Period	No. of Trips run	No. of Passengers carried		Pounds of Freight carried	Live Stock	Bags of Mail	Subsidy Paid	
Nov. 15 to Nov. 30, 1922....	31	In	8	200	Nil	51	\$	cts.
		Out	6	2,350	2	9		500 00
	Total.....		14	2,550	2	60		

These are the only traffic returns available so far.



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## ST. JOHN AND ST. ANDREWS, N.B.

Contract No. 41.

T. &amp; C. File No. 28102.

*Vote 203.—St. John, N.B., and St. Andrews, N.B., calling at intermediate points, steam service between—*

1922-23.....	\$4,000
1923-24.....	4,000

*Contractors.*—The Maritime Steamship Company, Ltd., of Black's Harbour, N.B.

*Date of Contract.*—April 3, 1922. *Duration of Contract.*—April 1, 1922, to March 31, 1923.

*Service and Ports of Call.*—A regular service between St. John and St. Andrews, calling at Dipper Harbour, Black's Harbour, Back Bay, Létete, Deer Island and St. George.

One round trip per week is to be run throughout the year, as follows:—

(a) Leave St. John for St. Andrews on Tuesday mornings, calling at Dipper Harbour, Beaver Harbour, Black's Harbour, Back Bay or Létete, Deer Island and Red Store or St. George.

(b) Returning leave St. Andrews for St. John on Thursday mornings, calling at Létete or Back Bay, Black's Harbour, Beaver Harbour and Dipper Harbour.

*Government Wharves.*—Steamer must call whenever possible.

*Subsidy.*—\$4,000 per annum, payable as follows: On July 1, October 1, January 1, and April 1, \$1,000 each.

*Mails.*—To be carried free.

## DISTANCES

	Miles
St. John to Dipper Harbour. . . . .	19
" Beaver Harbour. . . . .	36
" Black's Harbour . . . . .	42
" Lord's Cove.....	50
" Back Bay.....	55
" Létete.....	58
" St. George.....	68
" St. Andrew's.....	80

## DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Connors Bros.	97	21.6	9	49	133	150	197	30	8	Shelburne, N.S.	1904	Wood



## SESSIONAL PAPER No. 7

## TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	Number of Passengers Carried	Tons of Freight Carried	Live Stock	Mails		Subsidy Paid
					Loose Bags	Tied Sacks	
							\$ cts.
1914	48	1,121	5,436	Nil	200	Nil	4,000 00
1915.....	50	1,276	5,884	Nil	200	6	4,000 00
1916.....	52	1,275	6,846	Nil	208	12	4,000 00
1917.....	52	1,289	5,719	Nil	184	22	4,000 00
1918.....	52	1,280	7,029	Nil	498	12	4,000 00
1919.....	48	1,630	9,169	Nil	418	12	4,000 00
1920.....	53	1,080	5,760	Nil	425	48	4,000 00
1921.....	52	894	6,202	Nil	312	Nil	4,000 00
1922.....	52	In 459	3,097	Nil	156	Nil	4,000 00
		Out 373	4,448	Nil	156	Nil	
Total....		823	7,545	Nil	312	Nil	

## ST. JOHN AND BEAR RIVER.

Contract No. 45.

T. &amp; C. File No. 28479.

*Vote 20 $\frac{1}{2}$ .—St. John and Bear River, and other way ports, steam service between—*

1922-23.....	\$2,000
1923-24.....	2,000

*Contractors.*—The Bear River Steamship Co., Ltd.*Date of Contract.*—July 26, 1922. *Duration of Contract.*—April 1, 1922 to March 31, 1923.

*Service and Ports of Call.* A regular weekly service between St. John and Bear River, calling on all trips both ways at Victoria Bridge and Digby. In the winter, if ice prevents the steamer reaching Bear River, trips may be terminated at either Victoria Bridge or Digby.

*Subsidy.*—\$2,000 per annum, payable quarterly.*Mails.*—To be carried free.

## DISTANCES

	Miles
Bear River to Victoria Bridge	4
Victoria Bridge to Digby.....	4
Digby to St. John	45
Total	53



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DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Bear River.	90	20	8.4	70	103	100	30	16	9	Shelburne	1903	Wood

TRAFFIC RETURNS

Calendar Year	No. of Trips run	No. of Passengers Carried		Tons of Freight Carried	Live Stock	Mails	Subsidy Paid
		In	Out				\$ cts.
1922	37	Nil	Nil	895	Nil	Nil	1,500 00
		Nil	Nil	440	Nil	Nil	
	Total	Nil		1,335	Nil	Nil	

ST. JOHN AND BRIDGETOWN

Contract No. 72.

T. & C. File No. 28274.

Vote 205.—*St. John and Bridgetown, steam service between—*

1922-23.....	\$2,500
1923-24.....	2,500

Contractors.—The Bridgetown Steamship Company, Ltd., of Bridgetown, N.S.

Date of Contract.—May 11, 1922. Duration of Contract.—From the opening to the close of navigation, in 1922.

Service and Ports of Call.—Weekly; making thirty-two round trips during the season of navigation between St. John and Bridgetown, calling each way at Ray's Creek, Tupperville and Round Hill; and calling fortnightly at Clements-port.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$78.12 for each round trip, not to exceed a total of \$2,500 for the season, payable on July 1, October 1, and at close of navigation.

Mails.—To be carried free.

DISTANCES

	Miles
Bridgetown to Upper Granville .....	5½
Granville to Tupperville.....	½
Tupperville to Round Hill.....	7
Round Hill to St. John.....	57
Total .....	70



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DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.									
Valinda. ....	95	21.5	9.3	56	117	60	25	19	9½	Liverpool, N.S.	1911	Wood

TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	No. of Passengers Carried	Tons of Freight Carried	Live Stock	Mails	Subsidy Paid
						\$
1914	35	30	3,845	Nil	Nil	2,500
1915	36	17	2,313	Nil	Nil	2,500
1916.....	35	29	2,554½	Nil	Nil	2,500
1917.....	36	28	2,493	Nil	Nil	2,500
1918	31	23	2,404	Nil	Nil	2,500
1919.....	37	12	2,964	Nil	Nil	2,500
1920	36	14	2,913	Nil	Nil	2,000
1921	33	20	2,952	Nil	Nil	1,500
1922.....	34	In 16 Out 4	1,859 975	Nil Nil	Nil Nil	2,500
Total ..		20	2,834	Nil	Nil	

ST. JOHN AND DIGBY

Contract No. 8.

T. & C. File No. 27794.

Vote 206.—*St. John and Digby, steam service between—*

1922-23.....	\$15,000
1923-24.....	15,000

*Contractors.*—The Dominion Atlantic Railway Company, of Kentville, N.S.

(On September 1, 1913, this line passed to the control and ownership of the Canadian Pacific Railway, Montreal, Que.)

*Date of Contract.*—March 28, 1922. *Duration of Contract.*—April 1, 1922, to March 31, 1923.

*Service and Ports of Call.*—Full round daily trips (Sundays excepted) from St. John to Digby and return to St. John.

*Connection at St. John.*—On all trips from Digby to St. John the steamer shall arrive at St. John in ample time for passengers, mails and perishable express goods westward bound to be transferred to the Canadian Pacific Railway afternoon train for Montreal.

In the event of any trip from Digby to St. John or the connection with the westbound trains at St. John being missed owing to stress of weather, upon satisfactory evidence thereof being furnished to the minister, he may direct that no deductions be made from the subsidy.



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*Government Wharves.*—Steamer must call whenever possible.

*Subsidy.*—\$15,000, payable quarterly, in July, October, January and April.

*Mails.*—To be carried free. If during the continuance of this contract other trips are made than as above stated, all mails tendered shall be carried without additional remuneration.

*Substitute Steamer.*—During the time the *Empress* is off the route for annual overhaul or for other purposes, the contractors shall use their best endeavours to supply a suitable substitute steamer.

*Distance.*—St. John to Digby, 47 miles.

DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.									
Empress ...	235	34	28	612	1,341	500	450	365	16½ Knots	Newcastle-on-Tyne.	1906	Steel

TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	Number of Passengers Carried	Tons of Freight Carried	Live Stock	Mails		Subsidy Paid
					Bags	Sacks	
							\$ cts.
1914.....	377	20,957	23,810	1,155	3,443	25,427	19,805 19
1915.....	312	25,795	22,367	617	3,438	25,186	20,000 00
1916.....	315	31,109	32,893	569	3,421	26,213	20,000 00
1917.....	305	27,532	34,772	801	3,344	27,022	19,423 08
1918.....	304	38,058	29,686	885	3,344	21,600	20,000 00
1919.....	303½	36,357	25,016	955	3,341	25,516	20,000 00
1920.....	299	36,569	22,271	788	3,269	21,040	12,083 73
1921.....	301	33,737	19,081	262	3,311	17,740	9,647 83
1922.....	300	In 16,780 Out 14,785	5,351 16,078	720 78	2,400 900	7,952 9,911	13,269 83
Total ..		31,565	21,429	798	3,300	17,863	

ST. JOHN, DIGBY, ANNAPOLIS AND GRANVILLE

Contract No. 37.

T. & C. File 28029.

*Vote 207.*—St. John, Digby, Annapolis and Granville, steam service between, viz.: along the west coast of the Annapolis Basin—

1922-23.....	\$2,000
1923-24.....	2,000

*Contractors.*—The Valley Steamship Co., Ltd., of Granville Ferry, N.S.

*Date of Contract.*—March 9, 1922. *Duration of Contract.*—April 1, 1922, to March 31, 1923.



## SESSIONAL PAPER No. 7

*Service and Ports of Call.*—A weekly service between St. John, N.B., Annapolis Royal and Granville Ferry, N.S., calling on all trips both ways at Victoria Beach and Littlewoods Wharf (opposite Goat Island), and when tide and weather will permit, continuing such trips to Granville Centre, with the privilege on the part of the contractors of further extending the route to Bridgetown, N.S.

During the winter months, in case the ice will not permit the running of the vessel up the Annapolis basin and river, the trip from St. John shall be allowed to terminate at Digby.

*Repairs.*—The contractors have the right at any time to withdraw the steamer for a period of two weeks, and also in addition thereto for a period not exceeding 14 days for the purpose of inspection or repairs, and may also replace it with another steamer subject to the approval of the minister.

*Government Wharves.*—Steamer must call whenever possible.

*Mails.*—To be carried free.

*Subsidy.*—\$2,000 per annum, payable quarterly in July, October, January and April.

## DISTANCES

	Miles
St. John to Annapolis.....	62
St. John to Victoria Beach.....	45
Victoria Beach to Port Wade.....	5
Port Wade to Granville Ferry.....	12
Granville Ferry to Granville Centre.....	4
Granville Centre to Annapolis.....	4
Granville Ferry to Annapolis.....	1
Distance between terminal points via way ports.....	70

## DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Granville.....	112	22	9	49	139	100	38	24	9	Shelburne.....	1909	Wood

## TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	No. of Passengers Carried	Tons Freight	Live Stock	Mail	Subsidy Paid
						\$ cts.
1914.....	52	69	3,024	Nil	Nil	1,875 00
1915.....	50	29	3,079	Nil	Nil	1,961 55
1916.....	50	77	4,069	Nil	Nil	2,000 00
1917.....	45	78	3,299	Nil	Nil	1,875 00
1918.....	44	74	3,976	Nil	Nil	2,000 00
1919.....	52	51	3,807	Nil	Nil	2,000 00
1920.....	52	95	3,197	Nil	Nil	2,000 00
1921.....	50	82	3,992	Nil	Nil	2,000 00
1922.....	51	In Out	2,752 775	Nil Nil	Nil Nil	2,000 00
Total....		90	3,527	Nil	Nil	



ST. JOHN AND PORTS ON THE BAY OF FUNDY AND MINAS BASIN

Contract No. 71A.

T. & C. File 27944.

Vote 208.—*St. John, N.B., and ports on the Bay of Fundy and Minas Basin, steam service between—*

1922-23.....	\$8,500
1923-24.....	8,500

Two contracts are entered into under this vote:—(a) St. John Steamship Co., (b) Bay of Fundy and Minas Basin SS. Co..

(a) ST. JOHN STEAMSHIP CO.

*Contractors.*—The St. John Steamship Co., Ltd., of St. John, N.B.

*Date of Contract.*—February, 15, 1922. *Duration of Contract.*—From the opening to the closing of navigation, 1922.

*Service and Ports of Call—*

(a) A regular service every two weeks between St. John, N.B., and Windsor, N.S., calling each way at Canning, Wolfville, and Cheverie.

(b) A regular service every two weeks, alternating with the service specified in section (a) aforesaid, between St. John, N.B., and Maitland, N.S., calling at Spencer's Island, Parrsboro', Noel and Bass River.

(c) The minimum number of trips to be made during the season of navigation shall be 28.

*Subsidy.*—\$5,000 per annum, payable in equal instalments on July 1, October 1, and at the close of navigation, on the basis of \$178.57 for each round trip.

*Mails.*—To be carried free.

DISTANCES		Miles
St. John to Spencer's Island..	..	62
Spencer's Island to Parrsboro	.	24½
Parrsboro' to Bass River.....	.	26
Bass River to Maitland.....	.	13½
Maitland to Noel.....	.	13
		<hr/> 139
St. John to Spencer's Island .	.	62
Spencer's Island to Canning.	.	28
Canning to Wolfville.....	.	7½
Wolfville to Cheverie.....	.	9½
Cheverie to Windsor.....	.	13
		<hr/> 120



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## DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Glenholme...	102.5	30.5	9.7	125	233		7	24	8.1	Yarmouth, N.S.	1919	Wood

## TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	No. of Passengers Carried	Tons of Freight Carried	Live Stock	Mail	Subsidy Paid
						\$ cts.
1919	15	36	3,125	Nil	Nil	3,500 00
1920	21	32	2,550	Nil	Nil	3,749 97
1921	27	47	3,025	Nil	Nil	3,455 61
1922	24	In	15	Nil	Nil	4,285 69
		Out	21	Nil	Nil	
Total.....		36	* 3,000	Nil	Nil	

\* Approximate.

## (b) BAY OF FUNDY AND MINAS BASIN STEAMSHIP CO., LTD.

Contract No. 71.

T. &amp; C. File No. 28356.

*Contractors.*—The Bay of Fundy and Minas Basin Steamship Co., Ltd., of Margaretville, N.S.

*Date of Contract.*—June 10, 1922. *Duration of Contract.*—From the opening to the closing of navigation in 1922.

*Service and Ports of Call.*—A regular weekly service between St. John, N.B., and Margaretville, N.S., calling each way at Hampton, Port Lorne, Port George, Harbourville, and Morden and calling every two weeks at Scott's Bay and Port Williams. Not less than 32 round trips shall be made during the season of navigation.

*Subsidy.*—\$3,500 per annum, payable in four equal instalments, on July 1, September 1, November 1, and at the close of navigation, on the basis of \$109.37 per round trip.

*Mails.*—To be carried free.



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DISTANCES

	Miles
St. John to Hampton.....	40
Hampton to Port Lorne.....	5
Port Lorne to Port George.....	7
Port George to Margaretville.....	6
Margaretville to Morden.....	6
Morden to Harbourville.....	7
Harbourville to Hall's Harbour...	12
Hall's Harbour to Scott's Bay....	12
Scott's Bay to Port Williams.....	30
Total .....	125

DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Ruby L. II.	107	23	9	117	200	150	20	24	9	Margaretville..	1921	Wood

TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	No. of Passengers carried	Tons of Freight carried	Live Stock	Bags Mail	Subsidy paid
						\$ cts.
1914.....	100	436	8,874	Nil	Nil	7,547 17
1915.....	76½	190	6,530	Nil	Nil	5,914 83
1916.....	93	261	7,305	Nil	Nil	6,122 52
1917.....	83	121	6,648½	Nil	Nil	4,919 88
1918.....	27	52	2,440	Nil	Nil	2,249 91
1919.....	37	90	3,090	Nil	Nil	3,000 00
1920.....	No	contract.				
1921.....	31	46	3,490	Nil	Nil	2,268 75
1922.....	32	In 33 Out 27	2,200 1,090	Nil Nil	Nil Nil	3,499 70
Total.....		60	3,290	Nil	Nil	

ST. JOHN AND WEDGEPORT.

Contract No. 58.

T. & C. File No. 28049.

Vote 209.—*St. John and Wedgeport, steam service between—*

1922-23.....	\$5,000
1923-24.....	5,000

Contractor.—D. D. LeBlanc, of Wedgeport, N.S.

Date of Contract.—May 23, 1922. Duration of Contract.—For the season of navigation, 1922.



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*Service and Ports of Call.*—Three round trips a month, throughout the season of navigation, between St. John, N.B., and Wedgeport, N.S., calling each way at Cape St. Mary and Port Maitland.

*Subsidy.*—\$5,000 for the season, payable in three instalments.

*Mails.*—To be carried free.

## DISTANCES

	Miles
St. John to Cape St. Mary.....	72
Cape St. Mary to Port Maitland.....	7
Port Maitland to Wedgeport.....	34
Total.....	113

## DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Madeline A...	71	18	7	27			Nil		8	Mahone Bay, N.S.	1912	Wood

## TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	No. of Passengers Carried		Tons of Freight Carried	Live Stock	Mails	Subsidy Paid	
		In	Out				\$	cts.
1922	25	Nil	Nil	355	Nil	Nil	5,000	00
	Total.....	Nil		355				

## ST. JOHN, WESTPORT AND YARMOUTH AND OTHER WAY PORTS

Contract No. 42A.

T. & C. File No. 26984.

*Vote 210.*—St. John, Westport and Yarmouth and other way ports, steam service between—

1922-23.....	\$10,000
1923-24.....	10,000

*Contractors.*—Hugh Cann & Son, Ltd., of Yarmouth, N.S.

*Date of Contract.*—March 2, 1922. *Duration of Contract.*—April 1, 1922, to March 31, 1923.



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*Service and Ports of Call.*—Seventy round trips are to be made during the period covered by the contract, between St. John, Westport and Yarmouth, calling on each trip both ways at Freeport and Tiverton, unless ice prevents.

Four round trips are to be made in each of the months of April, November, December, January, February and March; 6 round trips in the month of May; and 8 round trips in each of the months of June, July, August, September and October.

*Government Wharves.*—Steamer must call whenever possible.

*Subsidy.*—\$10,000, payable as follows: \$142.86 for each round trip performed, to be paid at the close of June, September, December and March.

*Mails.*—To be carried free.

DISTANCES

	Miles
St. John to Tiverton...	51
Tiverton to Freeport..	11
Freeport to Westport.	1
Westport to Yarmouth	33
Total ..	96

DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.									
Keith Cann...	120·00	25·8	11·8	176	299	350	28	53	11½	Shelburne, N.S.	1917	Wood

TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	No. of Passengers carried	Tons of Freight carried	Live Stock	Bags Mail	Subsidy paid
						\$ cts.
1914 .....	81	959	4,497	Nil	Nil	5,871 18
1915.....	79½	1,192	5,684	Nil	Nil	6,000 00
1916.....	79½	1,258	5,723	Nil	Nil	6,000 00
1917.....	78½	1,290	6,598	Nil	Nil	5,999 70
1918.....	75½	1,293	11,820	Nil	Nil	9,943 05
1919.....	78	2,116	11,096	Nil	Nil	10,000 00
1920.....	76½	2,150	9,443	Nil	Nil	10,000 00
1921.....	76	1,749	9,123	Nil	Nil	10,000 00
1922.....	74	In 851 Out 870	1,941 6,642	Nil Nil	Nil Nil	10,000 00
Total ..		1,721	8,583	Nil	Nil	



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## SYDNEY AND BAY ST. LAWRENCE

Contract No. 33.

T. &amp; C. File No. 27972.

Vote 211.—*Sydney and Bay St. Lawrence, calling at way ports, steam service between—*

1922-23.....	\$9,000
1923-24.....	9,000

*Contractors.*—The North Shore Steamship Company, Limited, of Sydney, N.S.

*Date of Contract.*—Feb. 23, 1922. *Duration of Contract.*—From the opening to the close of navigation in the year 1922.

*Services and Ports of Call.*—From the opening of navigation until June 15, and from October 15 until the close of navigation, one full round trip each week between Sydney and St. Anne's Bay, calling both going and returning at North Sydney, Breton Cove, Englishtown and North River; and one full round trip each week between Sydney and Bay St. Lawrence, calling at North Sydney, Ingonish, Neil's Harbour and Dingwall; returning calling at Neil's Harbour, Ingonish and North Sydney.

From June 15 to October 15 two full round trips each week between Sydney and Ste. Anne's Bay, with calls as above given; and two full round trips each week between Sydney and Neil's Harbour, calling both going and returning at North Sydney and Ingonish, one trip each week to be extended to Bay St. Lawrence, with calls on the outward trip at Dingwall and Cape North. The Friday trip to Ingonish and Neil's Harbour is to be extended to Dingwall during July and August.

*Government Wharves.*—Steamer must call whenever possible.

*Subsidy.*—\$9,000, payable in instalments in June, August and October, and on the close of navigation.

*Mails.*—To be carried free.

## DISTANCES

	Miles
Sydney to North Sydney.....	5
" Breton Cove.....	27
" Englishtown.....	39
" North River.....	43
" Ingonish.....	35
" Neil's Harbour.....	47
" Aspy Bay.....	59
" Cape North.....	70
" Bay St. Lawrence.....	85

## DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Aspy	113	25	8.5	99	215	250	250	42	10	Shelburne, N.S.	1910	Wood



TRAFFIC RETURNS

Calendar Year	No. of round trips run	No. of passengers carried	Tons of freight carried	Live stock	Mails	Subsidy paid
						\$ cts.
1914	110	1,715	860	45	Nil	6,000
1915	112	1,360	765	130	Nil	6,000
1916	110	1,510	835	45	Nil	6,000
1917	114	1,515	1,120	55	Nil	6,000
1918	113	1,680	1,260	226	Nil	6,000
1919.....	112	1,860	1,640	70	Nil	6,000
1920	116	1,900	1,935	90	Nil	9,000
1921.....	111	1,325	1,275	40	Nil	9,000
1922.....	106	In 950 Out 1,090	570 955	20 5	Nil Nil	9,000
Total		2,040	1,525	25	Nil	

SYDNEY AND WHYCOCOMAGH

Contract No. 34.  
T. & C. File No. 28659.

Vote 212.—*Sydney and Whycomagh, steam service between—*

1922-23.....	\$7,000
1923-24.....	13,000

The Steamer *Marion*, which had performed this service for many years, was destroyed by fire in the autumn of 1922. The contractor, J. T. Burchell, of Sydney, N.S., put on the steamer *MacHinery* to finish out the season.

On November 30, 1922, the Department called for tenders for this service, in order to give ample time for preparation for the season of 1923. Tenders were returnable at noon on December 12, 1922, and, by Order in Council of December 15, 1922, the tender of J. T. Burchell of Sydney, N.S., was accepted, for the performance of the service for five years, commencing in 1923, at an annual subsidy of \$13,000, with the steamer *St. Andrews*. When the contractor inspected the *St. Andrews* in New York, he found that she was not as suitable as the *Princess*, which he had previously offered to the Government for an annual subsidy of \$16,000. He therefore decided, with the approval of the Department, to place the *Princess* on the route at the annual subsidy of \$13,000.

Contractor.—James T. Burchell, of Sydney, N.S.

Date of Contract.—December 16, 1922. Duration of Contract.—From the opening of navigation in 1923 to the close of navigation in 1927.

Service and Ports of Call.—From the opening of navigation to June 30, and from October 1 to close of navigation, two full round trips each week; and from July 1 to September 30, three full round trips each week, between Sydney and Whycomagh, calling both going and returning at North Sydney, Big Bras d'Or, New Campbellton, Boularderie, Ross Ferry, Big Harbour, Kempt Head, Baddeck, Washabuck Centre, Nyanza and Little Narrows.

It is agreed that if, upon due and proper investigation, the Minister should deem it advisable that three round trips a week should be performed after September 30, the contractors will perform the said three round trips each week, until otherwise instructed by the Minister.



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*Subsidy.*—\$13,000, payable at the rate of \$162.50 per trip for each round trip performed up to maximum of 80 round trips.

*Government Wharves.*—Steamer must call whenever possible.

*Mails.*—To be carried free.

## DISTANCES

	Miles
Sydney to North Sydney.....	5
North Sydney to Big Bras d'Or.....	20
Big Bras d'Or to New Campbellton.....	2
New Campbellton to Boularderie Centre.....	7
Boularderie Centre to Ross Ferry.....	7
Ross Ferry to Big Harbour.....	2
Big Harbour to Kempt Head.....	6
Kempt Head to Baddeck.....	5
Baddeck to Washabuck.....	5
Washabuck to Nyanza.....	6
Nyanza to Little Narrows.....	10
Little Narrows to Whycocomagh.....	7
Total.....	82

## DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Marion. ....	150	26.5	8	269	478	100	400	49	12	New York ..	1876	Wood
Princess	112	28	10.3	170	251	150	500	96	13	Brooklyn, N.Y.	1913	Steel

The *Marion* was destroyed by fire on October 31, 1922.

## TRAFFIC RETURNS

Calendar Year	No. of round trips run	No. of passengers carried	Tons of freight carried	Live stock	Mails	Subsidy paid
						\$ cts.
1914 .....	78	5,879	1,554	5,485	Nil	3,000 00
1915 .....	80	5,773	1,556	4,081	Nil	3,000 00
1916 .....	81	6,655	1,794	3,631	Nil	3,000 00
1917.....	79	6,399	2,029	2,674	Nil	3,000 00
1918.....	79	4,756	2,319	2,848	Nil	3,000 00
1919.....	81	6,976	4,042	2,621	Nil	4,000 00
1920.....	82	5,073	2,542	2,568	Nil	4,000 00
1921.....	80	4,190	3,059	1,892	Nil	4,000 00
1922.....	79	In 1,000 Out 1,500	1,000 1,250	500 100	Nil	4,923 50
		2,500	2,250	600	Nil	



# SYDNEY, BRAS D'OR LAKES, AND CAPE BRETON PORTS

Contract No. 77.

T. & C. File 27971.

*Vote 213.—Sydney and Bras d'Or Lake Ports, and Ports on the West Coast of Cape Breton, steam service between—*

1922-23.....	\$14,000
1923-24.....	14,000

*Contractors.*—The Coastal Steamship Company, Ltd., of Sydney, N.S.

*Date of Contract.*—Feb. 23, 1922. *Duration of Contract.*—From the opening to the close of navigation, 1922.

*Service and Ports of Call.*—Weekly, from Sydney to North Sydney, Baddeck, Grand Narrows, East Bay, Big Pond, Irish Cove, Johnston's Harbour, Marble Mountain, St. Peter's, Grandique, Poulamond, L'Ardoise, Arichat, Mulgrave, Hawkesbury, Hastings, Port Hood, Margaree, Grand Etang and Chéticamp, returning to Sydney and proceeding thence to Gabarous, calling at Port Morien, Main-à-dieu and Louisburg.

(a) If it be found impossible for the *Bras d'Or* to make weekly calls at Port Morien, Main-à-dieu, Louisburg and Gabarous, a reduced service to the said ports may be performed. The contractors, however, shall use their best endeavours to perform a weekly service to the said ports, if time permits.

*Subsidy.*—\$14,000 per annum, payable in instalments on July 1, October 1, and at the close of navigation.

*Mails.*—To be carried free.

## DISTANCES

	Miles
Sydney to North Sydney.....	5
North Sydney to Baddeck.....	55
Baddeck to Grand Narrows.....	20
Grand Narrows to East Bay.....	25
East Bay to Big Pond.....	7
Big Pond to Irish Cove.....	8
Irish Cove to Johnston's Harbour.....	10
Johnston's Harbour to Marble Mountain ..	16
Marble Mountain to St. Peter's.....	20
St. Peter's to Grandique.....	12
Grandique to Poulamond.....	3
Poulamond to L'Ardoise.....	10
L'Ardoise to Arichat.....	18
Arichat to Mulgrave.....	20
Mulgrave to Hawkesbury.....	2
Hawkesbury to Hastings.....	3
Hastings to Port Hood.....	25
Port Hood to Margaree.....	40
Margaree to Grand Etang.....	8
Grand Etang to Chéticamp.....	9
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Sydney to Port Morien.....	32
Port Morien to Main-à-dieu.....	14
Main-à-dieu to Louisburg.....	15
Louisburg to Gabarous.....	13
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## DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Bras d'Or.....	128	28	9	136	371	400	250	71	13	Mahone Bay, N.S.	1919	Wood

## TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	No. of Passengers carried	Tons of Freight carried		Live Stock	Mails		Subsidy paid
			Weight	Measurement		Lock Bags	Tied Sacks	
1919.....	36	45	1,825	Nil	Nil	Nil	Nil	\$ cts. 8,420 64
1920.....	35	1,060	3,400	Nil	Nil	Nil	Nil	14,000 00
1921.....	34	925	2,378	Nil	225	Nil	Nil	14,000 00
1922.....	35	In 520 Out 405	447 2,140	Nil Nil	265 Nil	Nil Nil	Nil Nil	14,000 00
Total		925	2,587	Nil	265	Nil	Nil	

## SUPERVISION OF SUBSIDIZED STEAMSHIP SERVICES

*Vote 214. — Expenses in connection with the supervision of Subsidized Steamship Services—*

1922-23.....	\$4,000
1923-24.....	4,500

By Order in Council of April 10, 1912, Mr. W. E. Tupper, of Digby, N.S., was appointed Supervising Officer of Subsidized Steamship Services. His salary is \$2,760 per annum, and he is allowed the usual travelling and other contingent expenses. The title of this position has been changed to "Inspector of Subsidized Steamships."

In December, 1916, Mr. Tupper enlisted for active service overseas. He returned to Canada in 1918, and resumed his position as supervising officer on January 1, 1919.

The Inspector's Annual Report is as follows:—

DIGBY, N.S. January 18, 1923.

F. C. T. O'Hara, Esq.,  
Deputy Minister, Trade and Commerce,  
Ottawa.

Dear Sir:—

I beg to submit my report on Subsidized Steamship Services for the year ending December 31, 1922.

During the year thirty services were inspected. The steamers performing the various services were with few exceptions adequate to requirements, both in respect to passenger accommodation and cargo capacity, and the food and service were satisfactory.



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Although complaints are of course inseparable from all branches of public service, it is gratifying to note that comparatively few complaints were received last year in regard to irregularities of service.

During the year two new services were subsidized. These were the St. John and Wedgeport, and the Mainland and Islands of Miscou and Shippegan services.

**ST. JOHN AND WEDGEPORT.**—Early in the spring, Mr. D. D. LeBlanc, of Wedgeport, N.S., applied for a subsidy for the SS. "Madeline A", for the performance of a service consisting of three round trips a month, during the season of open navigation, between St. John, N.B., and Wedgeport, N.S., calling both ways at Cape St. Mary and port Maitland. A thorough inspection of the districts proposed to be served resulted in the application receiving favourable consideration, and a subsidy of \$5,000. was granted. In view of the fact that the districts embracing the Nova Scotia ports of call are in particular need of this service during the early spring months, it is unfortunate that conditions were such that it was impossible for the "Madeline A." to commence her trips until the middle of May. However, should the contract be renewed for 1923, arrangements have been made to place the steamer on the route on or about the first of April.

**MAINLAND AND THE ISLANDS OF MISCOU AND SHIPPEGAN.**—Last May application was made by the Gloucester Navigation Co. Ltd., of Shippegan N.B., for a daily service, except Sunday, between the mainland and Miscou and Shippegan Islands. When the service was inspected it was found that the contractors had, without permission from this Department, substituted a small gasoline vessel, the "En Avant", for the SS. "Beaver", the boat stipulated in the contract. Trade conditions proved to be such, however, that we were able to approve of the substitution, providing that in the event of the contract being renewed for 1923, a larger and more adaptable vessel were procured. The contractors thereupon agreed to build a new boat, following certain specifications outlined by this Department, and it is expected that next year the service will be performed by a steamer which will prove entirely satisfactory.

During the year substitution of steamers in the case of three services was effected. These were as follows:—

**CHARLOTTETOWN AND PICTOU.**—The contract for this service was awarded to the Georgetown Steamship Co., of Pictou, N.S., which placed the SS. "Magdalen" on the route. It is considered that this steamer proved, generally speaking, more suitable than the SS. "Constance", which, during the previous year, performed the service for a few months.

**PICTOU, MONTAGUE, MURRAY HARBOUR AND GEORGETOWN.**—At the close of the season of 1921, the contractors permanently withdrew their steamer from the route. Partly in consequence of this fact, and partly due to the fact that there seemed to be no other vessel available, this service was not reopened until late in the summer, when the application of the LaHayre Steamship Co. of West LaHave, N.S., which offered the SS. "Tussle", was accepted. Subsequent to the inauguration of the car ferry between P.E. Island and the mainland, there seems to be considerable doubt whether there is sufficient traffic over the route to justify the continuance of the service.

**QUEBEC, MONTREAL AND PASPERBIAC.**—In my annual report for 1921, I referred briefly to the very unsatisfactory condition of this service since the sinking of the SS. "Lady of Gaspé". It is with extreme satisfaction therefore



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that I am able to report the excellent service furnished last year by the SS. "Gaspesia". This steamer, purchased early last year by the contractors, the Clarke Steamship Co. of Quebec, is most excellently adapted in every respect to the route. This vessel has a carrying capacity of 1200 tons and passenger accommodation for fifty first-class and fifty-six steerage. The speed of the "Gaspesia" —  $12\frac{1}{2}$  knots — permitted last year of extending the service, without additional subsidy, to Charlottetown and Summerside, in P.E. Island. This has proved of great benefit to these Island ports, particularly Summerside, which had for several years previously been deprived of direct steamship connection with Montreal and Quebec.

**SYDNEY AND WHYCOCOMAGH.**—On October 31, the SS. "Marion" caught fire at Whycocomagh, the western terminus of the route, and was totally destroyed. As there was no other suitable boat available, this Department was compelled to sanction the employment of the "Mac Hinery", a drifter. Although a new contract for the performance of the service next season has not yet been awarded, negotiations are in progress leading to the acceptance of the SS. "Princess". This steamer was inspected recently by an officer of this Department, and it is considered that she will prove a very suitable boat for the service, providing that the owners are willing to effect certain alterations, specified by the Department.

In view of the fact that full traffic returns for the calendar year are unavailable at present, it is impossible to furnish reliable information in respect to the volume of freight and passenger traffic carried by local subsidized steamers, compared with that for 1921. Observation during my inspection trips leads me to believe that although the traffic over a few of the routes exceeded that for the previous year, it will be found that in the great majority of cases a comparison will prove very unfavourable. In regard to this subject, it perhaps is unnecessary to state that nearly all the operations of our subsidized coastal steamships are confined to the coast waters of Nova Scotia and New Brunswick. In these provinces fish and lumbering are the major industries. The fishing industry was not only actively prosecuted, but prices showed a considerable increase over 1921. Although a "clean up" policy was followed last year in the lumbering industry, the total value of exports did not fall very far short of that for the previous year. In view of these facts it may be somewhat difficult to account for the general slackness of passenger and freight traffic over local routes. Notwithstanding the increased trade activity, the conditions seemed to be due to the scarcity of money and the instability of prices. In nearly all cases local subsidized steamship companies depend chiefly upon heavy outward freights. Last year it was particularly noticeable that all the merchants doing business at way ports purchased in very small lots. This fact leads one to believe that we shall see little improvement in conditions affecting our local services until prices become stabilized and until outport merchants are able to collect outstanding accounts.

I have the honour to be, Sir,

Your obedient servant,

(Sgd.) W. E. TUPPER,  
Inspector Subsidized Steamships.



## SOME CLAUSES COMMON TO ALL CONTRACTS

NOTE. — Some of the principal sections common to all contracts, and as such hereinbefore frequently referred to, read as follows:—

### *Proof of Performance of Service to be furnished*

The contractors shall furnish and establish at their own expense the necessary agents required for the efficient performance of this contract, and shall with diligence as soon after the completion of each voyage as may be, furnish to the minister full and complete copies of the manifests of the cargoes and list of passengers carried on each voyage, duly certified by the proper officers of customs, and also such other documents, information and evidence as may be reasonably required by the minister to show the volume, extent and value of the trade carried on by the said steamers and the full performance on their part of services, requirements and conditions of this contract, in order to enable him to judge as to whether the terms of this contract have been or are being fully and faithfully carried out and complied with, within the true intent and meaning thereof, and his decision in that respect shall be binding, final and conclusive; and the furnishing of such certificates, documents and evidence as hereinbefore specified shall be a condition, precedent to the payment of the subsidy herein provided for, or any portion thereof, and if in the opinion of the minister all the terms of this contract have not been fully complied with by the contractors, he may deduct from the subsidy otherwise payable such portion thereof as he may deem fit and proper, taking into consideration all the circumstances connected therewith, and the contractors shall at all times during the continuance of this contract well and faithfully abide by and conform to all such requirements as may be made by the minister with regard to the said steamers in the performance of this contract.

### *Financial Statements*

It is further understood and agreed that the contractors, whenever so required, shall furnish to the minister such financial statement or statements as he may desire from time to time respecting all revenues derived from and all expenditures in connection with the conduct of the service herein provided for.

### *British Subjects*

It is further understood and agreed by the contractors, that two-thirds of the total number of officers, engineers, stewards, crew or other employees whatsoever upon the steamships engaged in the performance of the service herein contracted for, shall be British subjects, but the non-observance of this clause shall not constitute a violation of this contract in such individual cases as may from time to time be approved by the minister in writing.

### *Equipment of Steamers*

The steamers to be employed as herein specified shall at all times during the continuance of this contract be fully seaworthy, well-officered, manned, victualled, equipped, provided and furnished, having regard to the service which the contractors have hereby undertaken to perform; and shall have ample and suitable accommodation for the passengers, mails and freight to be carried over the route specified; and shall at all times carry boats and life-saving appliances in compliance with the law, and shall be in all respects subject to the approval of the minister.



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*Carriage of Mails*

The contractors shall during the performance of this contract, convey on each and every trip of the steamers performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamers by or on behalf or under the direction of the postal authorities of Canada, or those at the terminal port or ports of call herein referred to, and shall deliver all such mails at their proper destination at the terminal port or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamers and from the steamers to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required, over or beyond the amount of subsidy herein mentioned or provided for.

*Accommodation for Mails*

The said steamer shall be provided with sufficient and convenient accommodation and protection for all such mails, to the satisfaction of the Honourable the Postmaster General of Canada, for the time being, and the contractor shall further take all reasonable and necessary precautions for the protection of such mails while upon the said steamers or while in the contractor's charge or custody, from loss, damage, or injury, in any way, and the contractors shall be responsible for any loss or damage thereto caused by negligence or want of proper care or accommodation on the part of the contractors, their agents or servants, or on the part of the officers, employees or crew on board the said steamers, and this without regard to any question as to the legal liability of the Postmaster General to the owners of the articles of mail matter contained in such mails for damage or loss sustained in transit.

*Definition of the Term "Mails"*

The expression "mails" for the purpose of this contract shall be deemed to mean and include all boxes, bags, baskets or packets of or containing letters, post-cards, newspapers, parcels, books, or printed papers, and all other articles which under the Post Office Act and postal regulations for the time being in force are transmissible by post in Canada, without regard to place either of origin or destination, and also all empty bags, empty boxes and other receptacles, stores and articles used or to be used in carrying on the post office service, or which shall ordinarily be sent by or to or from the post office.

*No Letters except H. M. Mails to be Carried*

The contractors shall not, nor shall any of their agents or servants, or officers or crews of the said steamers receive or permit to be received on board of the said steamers any letters for conveyance other than those contained in His Majesty's mails, or which are or may be privileged by law, nor the mails of any other country, except such as are specified by the Postmaster General of Canada for the time being.

*Government Officials to be carried Free of Charge*

The Honourable the Postmaster General of Canada, or the Honourable the Minister of Trade and Commerce for the time being, or any inspector or officer of the Post Office Department or the Department of Trade and Commerce who may in the execution of his duty travel in the said steamers, shall be carried free of charge.



*Proper Accounts to be Kept*

The contractors shall keep full and proper accounts of and in connection with the working of this service, and shall keep such accounts separate and distinct from any other accounts of or connected with other branches of their business; and in any contingency which, in the opinion of the minister, may render such a course necessary, the contractors shall allow any officer or officers named by the minister free access to such accounts and all books, papers and documents connected therewith.

*Substitute for Disabled Steamers*

It is understood that if the said steamer shall be by peril of the sea or other unavoidable casualty, lost, destroyed or temporarily disabled from performing the voyages herein agreed to be performed according to the true intent and meaning of these presents, the contractors may in such case as soon as reasonably may be, having regard to the circumstances, replace the said steamer by another of equal class, speed, equipment, character and capacity to the satisfaction and approval of the minister in case the said steamer has been only temporarily disabled, and continue the service herein contracted for with such substituted or repaired steamer with as little delay as possible under all circumstances.

*Freight and Passenger Tariffs—Proof of Performance of Service to be Furnished*

The contractors shall carry on each steamer running under this contract, according to its capacity, on all voyages, all the freight and passengers which may be reasonably offered or obtained, and at tariff rates, both as to passengers and freight, which may be from time to time approved by the minister; and the contractors shall furnish to the minister such documents, information and evidence as may be required by the minister to show the volume, extent and value of the trade carried on by the said steamer, and such customs certificates, documents and evidence as may be necessary or as may be required by the minister to prove the performance of the service herein contracted for, and to enable the minister to judge as to whether this contract is being carefully and faithfully carried out and performed and the furnishing of such certificates, documents, information and evidence, as hereinbefore specified, shall be a condition precedent to the payment of the subsidy herein provided for or any portion thereof.

*Deductions from Subsidy—Time-tables to be furnished—Docking Disabled Steamers*

Provided however, that it is the true intent and meaning of these presents that no amount or instalment of subsidy shall be payable or be paid at any time, unless it appears to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the service herein described and defined has been fully and faithfully performed, and that all provisions and stipulations as to freight and freight rates and dates of sailing have been in all respects faithfully observed and carried out, according to the true intent and meaning of these presents; and it is understood and agreed to be a further condition of these presents that the contractors shall at least two weeks prior to the first sailing under this contract furnish to the minister time-tables showing the proposed sailings, and upon the same being approved by the minister, they shall be duly advertised in such manner as he may direct; and it is also agreed that in case either of the steamers herein named, or a substituted steamer sanctioned by the minister, does not sail from a terminal port as herein specified within of the date fixed by such time-tables, there shall be deducted from the amount of



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subsidy payable for such voyage a sum equal to one-tenth of the amount otherwise payable for the performance of such voyage, and so in proportion for further delays or failure to sail from such terminal port. Provided, however, that the minister may authorize any vessel to sail either at an earlier or a later date than that specified in such time-tables should he for any reason deem it advisable to do so; it being understood and agreed that, in the event of any of the said steamers being at any time so disabled as to be obliged to be docked for repairs, the failure to perform the terms of this contract owing to such accident and for the time reasonably occupied in the repair of the damaged steamer, shall not be taken as a default or breach of the stipulations of this contract, or subject the contractors to deductions as above from the amount of this subsidy, if any, payable for any voyage delayed in consequence of such docking for repairs, but there shall be no claim for, nor payment of any subsidy in respect of any voyage not actually performed.

*Publicity of Tariff Charges*

The freight and passenger rates charged by the contractors over said route may at any time be required to be approved of by the Minister, whose decision shall be final, and the said freight and passenger rates shall be made available at all times to the public at the head office and the agencies of the contractors.

*Calls at Foreign Ports*

The steamer employed in carrying out the provisions of this contract shall not on any of its trips call at any foreign port not specified in this contract.

*Carrying of nitro-glycerine or dangerous articles*

The contractors shall not convey or permit to be conveyed in any steamer while employed in this service any nitro-glycerine or any other article which in the opinion of the Minister shall be considered dangerous.

*Subsidy subject to Vote of Canadian Parliament*

It is conditioned, declared and agreed that the payment of subsidy, as hereinbefore stipulated, is subject to the amount specified being provided for the purpose by a vote of the parliament of Canada, and that if no amount is voted for the purpose, or if any amount voted has become exhausted in payment thereof, and no further sum is voted for the purpose, this contract or agreement shall terminate and become void and of no effect, and the party of the first part shall not in consequence be held liable to damage.

*Minister's Right to Terminate Contract*

It is declared to be the true intent and meaning of these presents, that the Minister shall have the right at any time during the continuance of this contract, upon 30 days' notice in writing to the contractors, their successors or assigns, to terminate this contract, and every matter and thing herein contained, if it shall appear to the Minister that there has been any breach on the part of the contractors, their successors or assigns, of any of the covenants, agreements, stipulations or provisions herein contained and entered into on the part of the contractors; and it is declared and agreed that the Minister shall at all times be the sole and final judge as to whether there has been any such breach, and his decision shall be absolute, final and conclusive.



### *Assignment of Contract*

This contract shall not, nor shall any right or interest therein be assigned without the consent in writing of the Minister to such assignment having been first obtained.

### *Canadian Members of Parliament not Admitted to Share in Contract*

It is a condition of these presents that no member of the House of Commons of Canada shall be admitted to any share or part of this contract or agreement nor to any benefit to arise therefrom.

### *Changes in Contract*

The minister may authorize any change or changes in the terms of this contract as may not be inconsistent with the vote providing for the payment of the subsidy.

### *Minister to be final judge as to full Carrying out of Contract*

The minister shall at all times be the judge as to whether the terms of this contract have been or are being fully and faithfully carried out and complied with within the true intent and meaning thereof, and his decision in that respect shall be binding, final and conclusive.

### *Towing*

No towing shall be undertaken by the vessel performing the service specified in this contract, if such towing might interfere in any way with the regular performance of said service, except for the purpose of saving life or assisting vessels in distress, or performing other work of great importance, without the permission of the minister first having been obtained.

### *Transportation of Trade Commissioners*

(Inserted in contracts for ocean services)

The Canadian Trade Commissioners and their wives, children and servants or Canadian Commercial Agents, shall be granted free transportation, meals included, with first-class accommodation and free transportation for their household effects, upon any steamships employed by the contractors in the performance of the contract when requested so to do by the Minister, and when the said Commissioner or Commercial Agent is travelling upon his official duties or being transferred from one official post to another.

### *Calls at Government Wharves*

(Inserted in contracts for local services)

In consideration of the subsidy herein stipulated the contractors agree to call at all Government wharves when such is practicable and when such wharves are available.

### *Handling of perishable products*

(Inserted in contracts for Atlantic ocean services)

The handling, loading, stowing and unloading of any fruit or perishable products carried by the said vessels shall be subject to and under the supervision of any cargo inspector or other officer appointed for that purpose, should the Minister of Agriculture for Canada deem it advisable.



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